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THESIS

A PERFORMANCE COMPARISON OF THE REQUISITION RESPONSE TIME MANAGEMENT INFORMATION SYSTEM WITH THE NON-MECHANIZED FLEET

by

John Mark Graham

December 1985

Thesis Advisor: P. A. Jacobs

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A Performance Comparison of the Requisition Response Time Management Information System with the Non-mechanized Fleet

by

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requirements for the degree of

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from the

NAVAL POSTGRADUATE SCHOOL
December 1985

ABSTRACT

This thesis focuses on Navy Transportation Time performance from ship date to receipt date. The object is to compare data from a sample of non-mechanized ships with summary statistics from the Requisition Response Time Management Information System. The research effort is directed toward identifying statistical differences between the two sources of data. The analysis concentrates on five major data groups: Transportation Time by consignee, deployment status, modes of shipment, issuing stock point, and Issue Priority Group. The conclusion notes significant differences in Transportation Time performance among the groups.

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I. INTRODUCTION

A. BACKGROUND AND OBJECTIVES

Transportation Time is a measure of supply system performance. The Navy measures Transportation Time from the date material is shipped from a stock point until it is received by a supply customer. The framework for Transportation Time determination within the Defense Transportation System and the military services is governed by the Defense Logistics Standards System which provides common communication, policy, and procedures for users of defense logistics information.

Part of this system is the Uniform Material Movement and Issue Priority System (UMMIPS) which prescribes standards for Transportation Time for all requisitioners and processors of Department of Defense cargo. Transportation Time performance is measured against these standards in order to evaluate supply system effectiveness in support of national defense. Research on methods of measurement and evaluation of performance assists defense logistics managers in contingency planning, problem identification, and system improvement.

The Navy currently uses the Requisition Response Time Management Information System (RRTMIS) to collect, analyze, and report transportation information. A true picture of

Navy UMMIPS compliance is not being obtained because receipt data for the computation of Transportation Time is incomplete. Specifically, data from over 400 non-mechanized ships are not included in the RRTMIS data base.

This thesis concerns the results of an analysis of data obtained by a survey of non-mechanized ships. Of particular concern is how the survey data compare with similar RRTMIS data.

B. SCOPE, LIMITATIONS, AND ASSUMPTIONS

The scope of the research focuses on comparison of the RRTMIS and fleet sample means, analysis of variance among subgroups of both data sources, and multiple comparisons to determine specifically which groups were statistically different from others. Subgroups analyzed include service consignee, deployment status, modes of shipment, issuing stock point, and Issue Priority Group. Inferences and conclusions are drawn from facts resulting from the analysis.

Research concerning the interdependency of Transportation Time performance, Total Requisition Time, and the subgroup variables is beyond the scope of this study due to time constraints. The data have been made available in appendices to this thesis to facilitate further research.

The research is also constrained by circumstances surrounding the fleet survey. The professionalism of shipboard supply officers and their staff is relied upon in

providing accurate and unbiased survey responses. The mobile and out of reach aspect of deployed ships and submarines is of concern in obtaining adequate survey response rates. These constraints are considered to have made no significant effect on the outcome of the research, however.

Several important assumptions are made in the analysis. It is assumed that the source data in the survey responses is valid. In other words, if the mode of shipment reported for a requisition was Mode "9" it is assumed that that mode was,in fact, used in moving the material to its consignee.

It is assumed that if a survey indicates the ship was deployed that it was deployed for the entire period being considered. Similarly, if a ship indicates it was undergoing Integrated Logistics Overhaul it is assumed that it spent the entire period in that status.

It is also assumed that the surveyed fleet sample is representative of the population of non-mechanized ships in the Navy, and that the RRTMIS Transportation Time Report statistics are accurate.

Important statistical assumptions germane to this study such as the Central Limit Theorem and the equality of variances of data in the different groups are discussed in the Chapter V analyses.

C. SUMMARY OF FINDINGS

This thesis makes three major findings. First, significant differences among the RRTMIS and fleet sample

means exist in the service, deployment, mode of shipment, stock point, and overall priority groups. The RRTMIS statistics do not generally describe the sample data well.

Second, mechanized customers tracked by RRTMIS experienced longer mean transportation times than those for shipment to the fleet sample ships. Specific differences for each data group are presented in Chapters V and VI.

Third, ships in the fleet sample generally received a higher percentage of shipments on time relative to the UMMIPS time standards. An exception is that surface modes of shipment exhibited higher percentages of shipments on time in the RRTMIS data than in the data from the fleet sample.

D. ORGANIZATION

This thesis is divided into an introduction, two background chapters, two chapters of research and analysis, and a final chapter of conclusions. The two background chapters are organized to be read from the general to the specific. Chapter II provides an overview of the Department of Defense supply and transportation systems and introduces the reader to four major components of the Defense Logistics Standard System. Emphasis is placed on UMMIPS and Navy relationships. Chapter III explains the current framework for collecting and evaluating transportation measurement data. Interfaces between Defense and Navy data bases are

discussed, leading to a summary of RRTMIS issues relating to Transportation Time.

Chapter IV describes how the fleet survey was conducted and summarizes the responses. A discussion of the approach to the data is provided, along with a rationale for the methods that were used. Chapter V subjects the data to the statistical methods and analyzes the results in terms of the five variables previously mentioned. Chapter VI briefly summarizes conclusions reached in the analyses.

Four appendices are also included. Appendix A provides a glossary of Navy logistics acronyms and terms used throughout the study. Appendix B is the RRTMIS report used for the group comparisons in Ch. V. Appendix C is a list of the non-mechanized ships which were surveyed. Those ships which responded are marked with an asterisk (*). The tabulated data from the survey comprise the fleet sample provided in Appendix D.

II. BACKGROUND

A. THE DEFENSE SUPPLY SYSTEM

Each of the military Services has traditionally been responsible for its own logistics support. Over the years duplication has arisen in routine and common supply activities among the services. Recognizing this fact, the Department of Defense (DOD) has centralized many of these functions through various organizations and agreements. The Secretary of Defense, the Joint Chiefs of Staff, and the military Services control the management and operation of these functions.

The largest DOD supply organization is the Defense Logistics Agency (DLA). Its mission is to provide effective logistic support in the areas of contracting, supply contract administration, and technical services to all the military Services, and to Federal civilian agencies and foreign governments as assigned, and to provide that support at the lowest feasible cost to the taxpayer [1:106]. The DLA's activities are coordinated with the Joint Chiefs of Staff and controlled by the Assistant Secretary of Defense (MI&L). The agency is responsible for about two million items used by the military Services and other agencies. The DLA primarily manages consumable supply items such as food, clothing, medical and general supplies and spare parts.

These items are warehoused and distributed through six DLA supply centers and six supply depots.

The DLA and other DOD organizations work closely with the Services on supply matters. The Services' leading material management organizations are depicted in Figure II-1. (It is interesting to note that the Navy has recently restructured its logistics organization in an effort to streamline its acquisition process. The Navy Material Command (NAVMAT) which includes 70 percent of the Navy's civilian personnel and obligates 64 percent of the budget was disestablished in May 1985 [1:122]. The NAVMAT activities were redistributed within the various systems commands which now report directly to the Chief of Naval Operations.) Supply traditionally includes consumables, equipment, repair parts, storage, and services of maintenance, preservation, packing, distribution, and transportation.

Efforts to create a consolidated defense transportation agency have repeatedly failed because the Services resist giving up control of their respective systems. Instead, a transportation triumvirate has evolved to meet the dynamic needs of the Services: The Defense Transportation System.

B. THE DEFENSE TRANSPORTATION SYSTEM

Transportation requirements throughout DOD are provided by the Military Airlift Command (MAC), the Military Sealift Command (MSC), and the Military Traffic Management Command

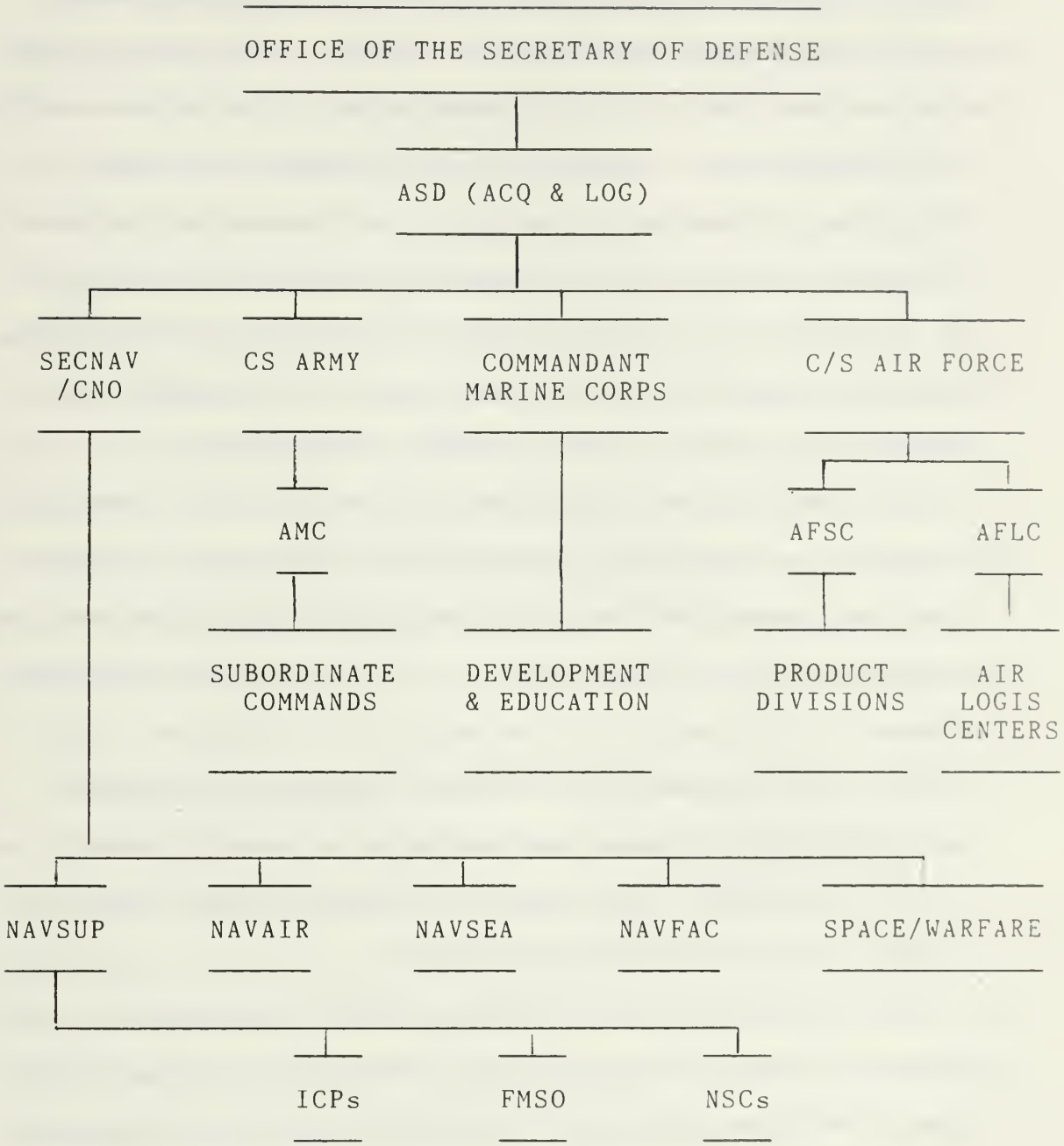


Figure II-1. Material Commands of the Services [2:17]

(MTMC). These Transportation Operating Agencies (TOAs) operate under the Departments of the Air Force, Navy, and Army, respectively. Each command acts as the single manager for the particular transportation provided and either purchases transportation service from commercial carriers or arranges shipment via DOD organic transportation systems. The three TOAs are collectively referred to as the Defense Transportation System (DTS) but there is no single agency or command which controls all of DOD transportation.

MTMC and MSC work together to move cargo from shippers to ultimate consignees for surface export shipments. MTMC clears and books surface cargo into the DTS and performs the necessary terminal operations and documentation for onward movement to the point of debarkation or consignee. MSC provides the framework for sealift capability through negotiation of container and shipping agreements with ocean carriers. The MSC also provides actual military sealift through the use of USNS vessels.

MAC is the principal transporter for air export shipments, with the Services and MTMC playing supporting roles. MAC provides airlift capability and operates aerial terminals necessary to move expedited cargo. MTMC supports air movements by acting as the interface between the shippers and the MAC terminal operator. MTMC also resolves packaging, documentation and other problems [3:10].

Although MTMC, MAC, and the Navy operate their own shipping terminals, aerial ports, and shipyards, the Navy and MTMC in particular rely extensively on counterpart resources in the private sector. New construction for the Navy is accomplished entirely in civilian yards, and the bulk of ocean cargo directed by MTMC passes through civilian piers and container terminals [4:5].

The DTS exists as a significant DOD transport system with its own air freight and passenger service (MAC), a shipping firm (MSC), and a container and rail service (MTMC). The resulting multi-service coordination required to operate this service could not be obtained without standardization of information systems.

C. THE DEFENSE LOGISTICS STANDARD SYSTEM

Standard logistics systems, programs, policy and administration within DOD for functional areas such as cataloging, inventory management, contracting, storage, supply support and transportation are collectively called the Defense Logistics Standard System (DLSS). These systems and policies are uniformly implemented at all levels within and between DOD components. The DLSS provides common data languages and procedures through standard forms, formats and codes to facilitate compatibility among users of defense logistics information. An in-depth discussion of all DLSS

programs is beyond the scope of this study. However, the principal aspects of four major systems are germane and are presented here to facilitate a better understanding of the discussion in later chapters. Figure II-2 illustrates the primary DLSS relationships discussed below.

1. MILSTRIP

Military Standard Requisitioning and Issue Procedures (MILSTRIP) require uniform documents, formats, codes, and time standards for the processing of logistics data. These data include material requisitioning, supply status, issue, receipt, and disposal codes. High-speed automated data processing is made possible through the MILSTRIP via DOD automated addressing and information network technology [5]. Figure II-3 is an example of a MILSTRIP material issue and receipt document.

2. MILSTAMP

Military Standard Transportation and Movement Procedures (MILSTAMP) draw data from MILSTRIP to move cargo into and through the DTS worldwide. MILSTAMP data elements, formats and priority policies are also fully standardized with the other MIL-systems. In order to accomplish this, MILSTAMP focuses on three areas: capacity planning, movement control, and performance measurement.

At each shipping activity, warehousing and transportation planning input is fed into a standard automated data processing system. These data are used

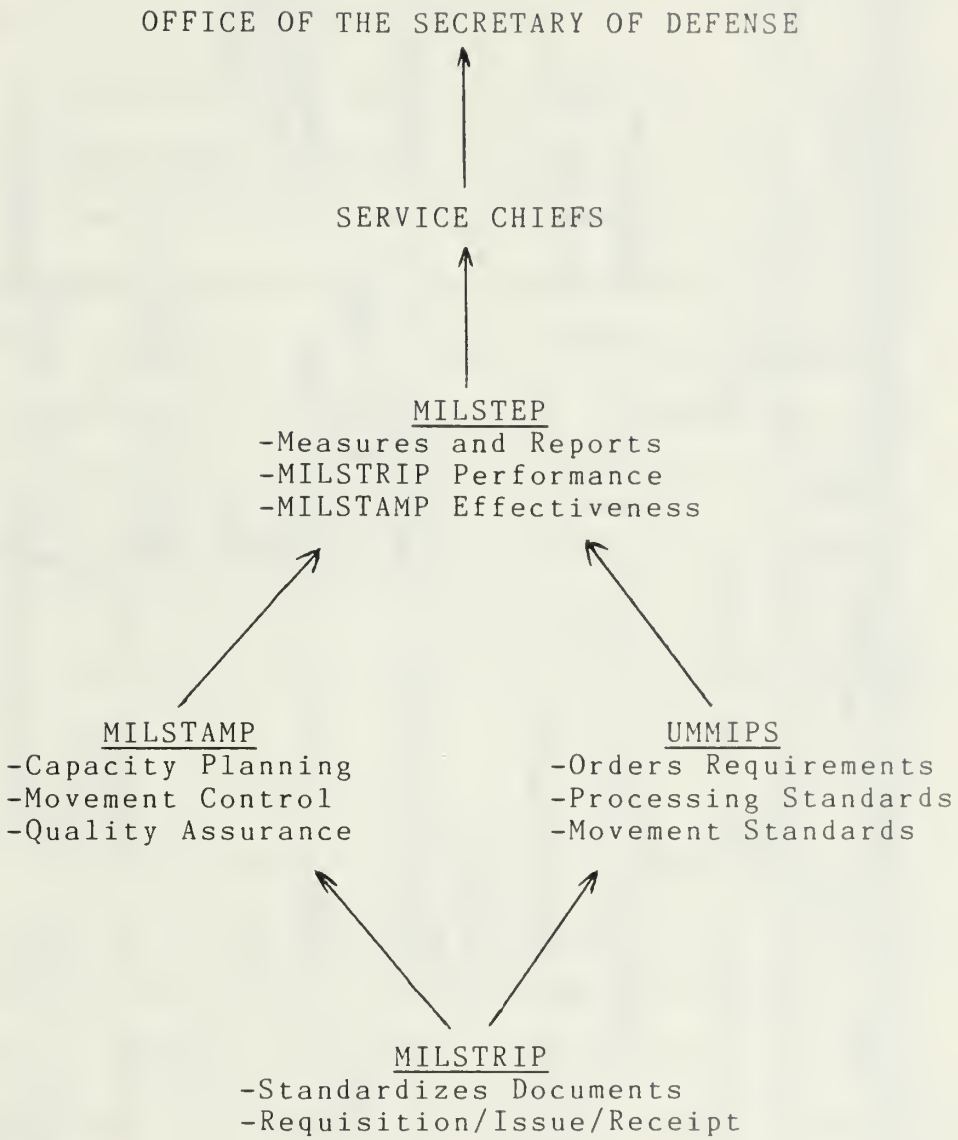
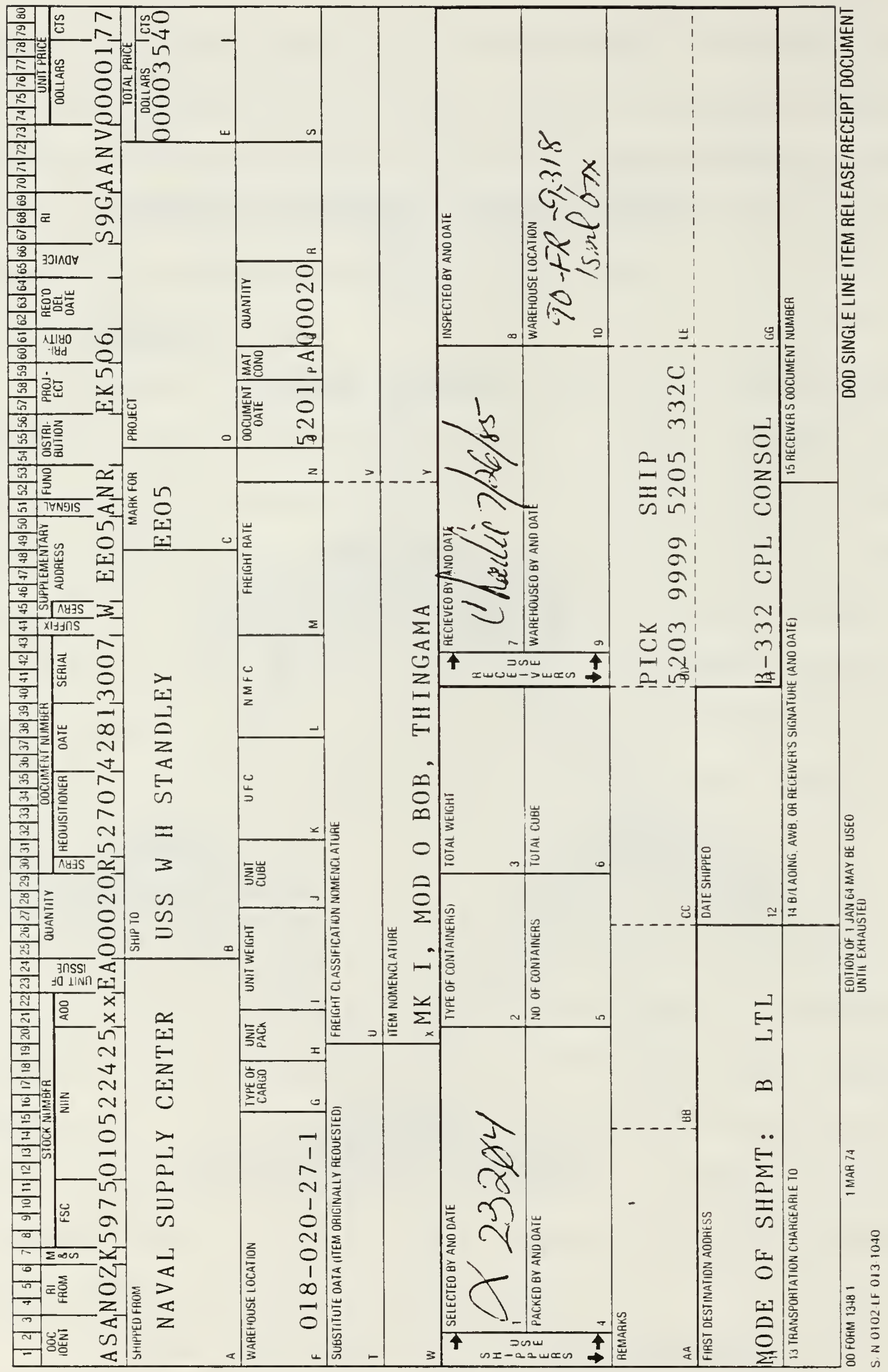


Figure II-2. Principal DLSS Programs [1:153-156]



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

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SHIP TO: USS W H STANDLEY (B)
MARK FOR: EE05 (C)
PROJECT (D)
TOTAL PRICE: DOLLARS CTS 00003540 (E)

WAREHOUSE LOCATION: 018-020-27-1 (F)
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(W) | ITEM NOMENCLATURE: MK I, MOD O BOB, THINGAMA (X) | (Y)

SHIPPERS USE:
1 SELECTED BY AND DATE: X 23204
2 TYPE OF CONTAINER(S)
3 TOTAL WEIGHT
4 PACKED BY AND DATE
5 NO. OF CONTAINERS
6 TOTAL CUBE

RECEIVERS USE:
7 RECIEVED BY AND DATE: Charlie 7/26/85
8 INSPECTED BY AND DATE
9 WAREHOUSED BY AND DATE
10 WAREHOUSE LOCATION: 90-FR-9318 1 small box

REMARKS (AA) | (BB) | (CC) | PICK SHIP 5203 9999 5205 332C (DD) | (EE)

11 FIRST DESTINATION ADDRESS: MODE OF SHPMT: B LTL
12 DATE SHIPPED
B-332 CPL CONSOL (FF) | (GG)

13 TRANSPORTATION CHARGEABLE TO
14 B/LADING, AWB, OR RECEIVER'S SIGNATURE (AND DATE)
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DD FORM 1348-1 1 MAR 74 EDITION OF 1 JAN 64 MAY BE USED UNTIL EXHAUSTED
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DOD SINGLE LINE ITEM RELEASE/RECEIPT DOCUMENT 3

Figure II-3. DD Form 1348-1 Issue/Receipt Document

jointly by all military shipping activities to prepare processing documentation. Military movements are then planned and coordinated to prevent saturation of DTS capacity.

Processing documentation is also used for movement control. Summarized information provides a basis for air and surface shipment clearance authority as well as diversion decisions based on priority, weight or mode of shipment.

The effectiveness of cargo clearance, booking, terminal operations and documentation is dependent upon timely and accurate data. MTMC has administrative responsibility for MILSTAMP quality control. The MTMC "compliance program" stresses availability of MILSTAMP documents and data to DTS users for analysis and corrective action [1:155].

3. MILSTEP

A standard method for measuring MILSTRIP supply system performance and MILSTAMP transportation effectiveness is provided by the Military Supply and Transportation Evaluation Procedures (MILSTEP). MILSTEP traps pipeline performance and in-transit data for analysis and reporting to inventory control points, the Service secretaries, and the Secretary of Defense.

The Secretary of Defense assigned responsibility for the administration of MILSTEP to DLA and also created a MILSTEP Central Data Collection Point (CDCP). The CDCP

provides data processing support to DOD and Service/Agency Central Processing Points (CPP). The Air Force Logistics Command operates the CDCP, which collects, processes, and distributes in-transit data to each agency CPP [6:1].

The primary objective of MILSTEP is to measure supply and transportation performance against the time standards listed in the Uniform Material Movement and Issue Priority System (UMMIPS).

4. UMMIPS

The Uniform Material Movement and Issue Priority System (UMMIPS) prioritizes material requirements based on urgency of need and regulates cargo movement within the DTS. The UMMIPS helps satisfy the need to identify the relative importance of competing demands for logistics system resources such as transportation, warehousing, document processing, and material inventories. The system also establishes guidance for the ranking of material requirements and incremental time standards for requisition processing and material movement. Performance time frames are spelled out for the various priority designators; however, the times are dependent upon and assume the physical availability of the necessary resources [1:156].

The UMMIPS applies to all requisitioning, issue, and movement of material within DOD. The system is used to ensure that material is provided to users considering its

military importance, urgency of need, and other management considerations such as cost [7:1].

The UMMIPS ranks requisitions and movement actions by competing demand. A matrix combining the user's Force / Activity designator (FAD) and Urgency of Need Designator (UND) is used to derive a single Priority Designator (PD). Requisitioners code the PD onto a MILSTRIP document which is then given the appropriate issue, shipment and transportation handling by the DTS. Figure II-4 shows the relationship of the FAD and UND to the PD.

The Force/Activity Designator (FAD) is assigned by the Secretary of Defense, the Joint Chiefs of Staff, or by a DOD component and indicates the mission essentiality of the user. The lowest FAD required to indicate the relative importance of the unit is assigned. Figure II-5 is a brief outline of FAD definitions [7].

The Urgency of Need Designator (UND) is determined by the user based on UMMIPS criteria definitions. The Chief of Naval Operations tasks FAD assigners and the Navy systems commands with UMMIPS performance review related to the assignment of PDs by users. The vehicle for the review is an extensive reporting system which focuses on control of PD assignment abuse and does not consider logistics system timeliness. Figure II-6 gives some examples of UND criteria [7].

DERIVATION OF PRIORITY DESIGNATORS

(Relating Force/Activity Designators to Urgency of Need)

FORCE/ACTIVITY DESIGNATOR	URGENCY OF NEED DESIGNATOR		
FAD	A	B	C
I - - - - - - -	01	04	11
II - - - - - - -	02	05	12
III - - - - - - -	03	06	13
IV - - - - - - -	07	09	14
V - - - - - - -	08	10	15

Figure II-4. Derivation of Priority Designators [7]

performance of non-mechanized fleet units in comparison with RRTMIS performance reports.

The first test chosen for this comparison is the Analysis of Variance (ANOVA). The ANOVA F-test is deemed appropriate because of the large number of comparisons to be made. If many t-tests were used alternatively for each pair of means, the overall risk of rejecting the equality of means when all the means were in fact equal (Type I error) would be worse. The ANOVA method provides a single test for comparing all the means while controlling this overall risk [14:354].

In using the ANOVA procedure, the following assumptions were made:

- The RRTMIS and survey measurements are selected from a normal population.
- The RRTMIS and survey measurements are independent.
- The RRTMIS and survey group true variances are equal.

In making the above assumptions, certain potential problems exist. First, normality may be affected by heavy tails in the group population data if so indicated by outliers in the RRTMIS and sample data. If this is the case, the number of measurements is considered large enough in each group that the F probabilities will still be reasonably accurate.

Second, the equality of variances may be affected by the substantially different number of measurements in each group. The RRTMIS groups are much larger than the survey groups and

large variances could occur which may cause distortions in the F probabilities.

Should such distortions arise, Scheffe's method for assessing differences among specified means in terms of confidence intervals is considered a more conservative and general approach. Unless there is gross skewness or inequality of variances in the data, the robustness of Scheffe's method gives protection against even fairly serious violations of assumptions [14:367-370].

The approach to comparison of the RRTMIS and survey group means is therefore to use the ANOVA F-test first. After assessment of the results in light of the assumptions, Scheffe's method is then applied. The test results are summarized and presented in Chapter V.

V. ANALYSIS

A. HYPOTHESES

This chapter will seek to answer two principal questions about the RRTMIS and sample data. First, are the RRTMIS and sample group means equal? Equality of means would be a good indication that the RRTMIS data well describes the sample population. The alternative hypothesis is that the means are not equal. Significant differences among RRTMIS and sample means would tend to indicate that RRTMIS is not a good descriptor of the sample population.

Secondly, asking the question again but with a different method, are the differences between the RRTMIS and sample group means equal to zero? A possible alternative hypothesis here is that the sample group means are all significantly greater than the RRTMIS group means. This condition would tend to indicate longer transportation times for the non-mechanized fleet shipments than for those going to mechanized customers currently tracked by RRTMIS.

To answer these questions, the data were grouped by service, deployment status, mode of shipment, Naval Supply Centers and Depots, and combined overall performance. Each of the groups were further sorted by Issue Priority Group for computer analysis. The MINITAB and SPSS-x statistical programs were used to perform the Analysis of Variance,

Scheffe interval and normal confidence interval computations and to produce the graphic displays as the basis for the figures in this chapter [16:26].

Analysis in the following section is organized by data group. Accompanying histograms, boxplots, analysis of variance tables, Scheffe and normal intervals are referenced in the subsection for each group [17]. Pertinent RRTMIS statistics have been extracted from Appendix B to facilitate the discussion.

The histograms usually suggest skewness, indicating caution in application of the normality assumption is warranted. Sample sizes are considered to be sufficiently large to rely on the implications of the Central Limit Theorem for means when using the Analysis of Variance and confidence interval procedures [14:189-191]. Specifically, the service, Naval Supply Center and combined groups have no sample sizes less than 100. The deployment status group has one sample size of 97 and the remainder are over 100.

There is also some inequality of sample sizes between groups. This indicates a need for caution in interpretation of the Analysis of Variance results. The one questionable group is that for Issue Priority Group I air shipments, with a sample size of eight. However, the histogram of this group is mound shaped and symmetrical. In view of these compensating facts, the assumption of a normal population is

not considered crucial to the reliability of the test results.

B. ANALYSES

1. The Service Group

The Service group sorts the data by consignee. There are two consignee categories consisting of Pacific and Atlantic homeported ships. There were 665 Pacific and 620 Atlantic shipments in the sample. The RRTMIS sample sizes, means and standard deviations are shown in Figure V-1.

Histograms of the Transportation Time measurements are shown in Figures V-2-A through V-2-F. It should be noted that the histograms are not all on the same scale. A great deal of positive skewness is evident in the histograms.

The UMMIPS standards are three days for IPG I, six days for IPG II, and 13 days for IPG III shipments. For the Pacific, there were 24 IPG I shipments within the standard for 18.3% on time. This compares with 2.1% for the RRTMIS group. An on time summary is displayed with the histograms for each consignee. From the summaries it is evident that a greater proportion of the fleet sample shipments met the standard than from the RRTMIS groups.

Each data point was standardized by subtracting the appropriate appropritate RRTMIS group mean and dividing by the appropriate RRTMIS standard deviation from Figure V-1. Under the null hypothesis that the RRTMIS statistics describe

GROUP	SAMPLE SIZE	MEAN	STD DEVIATION
PAC IPG I	7,851	27.9	19.5
PAC IPG II	38,090	35.2	22.4
PAC IPG III	19,406	36.5	22.1
LANT IPG I	7,079	31.2	20.2
LANT IPG II	93,040	35.3	22.8
LANT IPG III	53,415	30.6	22.1

Figure V-1. Service Group RRTMIS Statistics

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	24	************************
4.50	23	***********************
7.50	25	*************************
10.50	16	****************
13.50	7	*******
16.50	7	*******
19.50	11	***********
22.50	6	******
25.50	2	**
28.50	2	**
31.50	3	***
34.50	0	
37.50	1	*
40.50	1	*
43.50	1	*
46.50	1	*
49.50	0	
52.50	1	*
	131	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	2.1
SAMPLE	18.3

Figure V-2-A. Pacific IPG I Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	82	***
9.00	77	***
15.00	49	*************************
21.00	27	**************
27.00	12	******
33.00	6	***
39.00	7	****
45.00	1	*
51.00	1	*
57.00	0	
63.00	0	
69.00	1	*
75.00	1	*
81.00	0	
87.00	0	
93.00	2	*
99.00	1	*
	267	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	3.2
SAMPLE	30.7

Figure V-2-B. Pacific IPG II Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	140	**********************************
19.5	68	**************
32.5	36	********
45.5	11	***
58.5	5	*
71.5	2	*
84.5	5	*
	267	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	16.2
SAMPLE	52.4

Figure V-2-C. Pacific IPG III Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	57	*********************************
4.50	28	**************
7.50	16	********
10.50	19	**********
13.50	11	******
16.50	7	****
19.50	4	**
22.50	7	****
25.50	2	*
28.50	3	**
31.50	0	
34.50	2	*
37.50	1	*
40.50	1	*
43.50	0	
46.50	0	
49.50	2	*
52.50	2	*

162 GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	1.4
SAMPLE	35.2

Figure V-2-D. Atlantic IPG I Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	80	**
9.00	61	********************************
15.00	33	**********
21.00	16	********
27.00	10	*****
33.00	13	*******
39.00	5	***
45.00	2	*
51.00	4	**
57.00	1	*
63.00	0	
69.00	2	*
75.00	1	*
81.00	1	*
87.00	2	*
93.00	1	*

232 GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	1.6
SAMPLE	34.5

Figure V-2-E. Atlantic IPG II Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	118	************************
19.5	66	*************
32.5	17	****
45.5	14	***
58.5	6	**
71.5	1	*
84.5	0	
97.5	4	*
	226	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	19.1
SAMPLE	52.2

Figure V-2-F. Atlantic IPG III Transportation Times

the sample data well, the distribution of the transformed data should have a mean of about zero and standard deviation one. For the discussion in this chapter, the transformed data will be called standard transformations even though the data will not look normal but highly skewed, as the histograms suggest.

Boxplots of the standard transformations for each group are shown in Figure V-3. These display a graphical summary of where the median is, how spread out the middle half of the scores are, and how the tails relate to it. The H-spread is the middle half of the data and whiskers show lower and upper quartiles of the values. An asterisk (*) represents a value outside the inner fence or range of the four quartiles (1.5 times the H-spread). A letter (O) represents a value far outside the fence (3 times the H-spread) [15:65-70].

The medians, indicated by a plus sign (+), for each of the Pacific IPG's appear to be identical, with a slightly lower H-spread for the IPG I scores. This would tend to indicate lower variances between the RRTMIS and sample means in the Pacific category. The Pacific IPG I plot has only three values outside the inner fence, while all the other groups have several outliers.

The Atlantic plots appear to have slightly more variability than the Pacific, but overall the spread appears very close among the groups. However, the large number of outlying values again indicate the skewness of the data. It

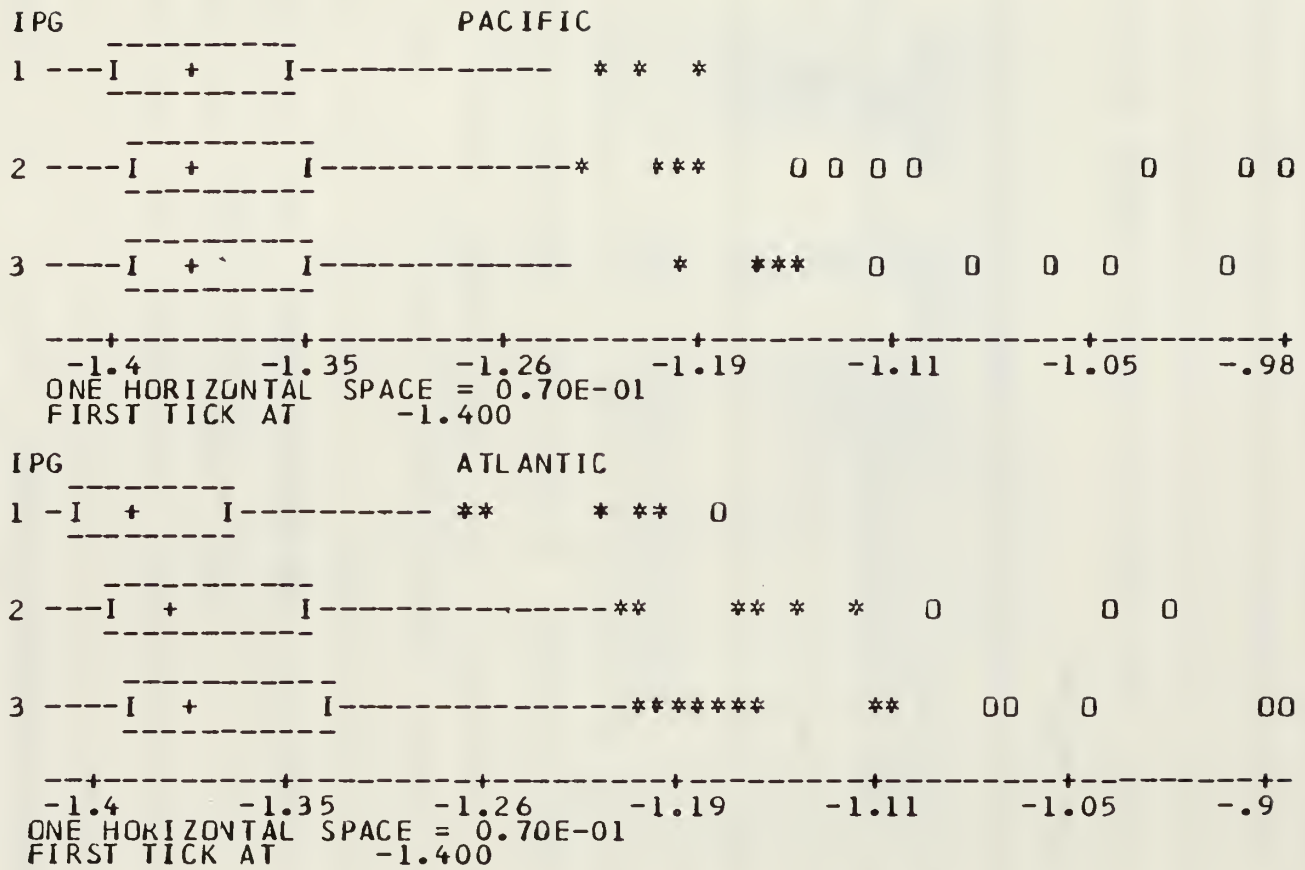

Figure V-3. Service Group Boxplots

is not surprising that the IPG II and IPG III shipments have more outlying values, since these groups typically experience large volume than IPG I.

The Analysis of Variance for the service group is presented in Figure V-4. The data used for the test are the standard transformations. If the RRTMIS data well describe the sample then all means would be zero. The test is for equal Issue Priority Group means among Pacific and Atlantic consignees, using a maximum probability of Type I error equal to .05. Since F = 11.57 is greater than 2.21, the F.05 value based on 5 and infinite degrees of freedom, the equality of means hypothesis is rejected. The attained significance level is less than .001 indicating strong rejection. Thus there is conclusive evidence of significant differences among the standard transformation means for the Issue Priority Groups.

The Scheffe multiple range test results in Figure V-5 reveal specifically which of these group means are different. The Scheffe table indicates that the Pacific IPG III average standard transformation is significantly different from (in fact greater than) that of the IPG I Atlantic group. The RRTMIS means describe the IPG III sample transportation times better than the other groups. This is encouraging since the UMMIPS standard for IPG III shipments is eight days greater than the IPG I standard and less variability in routine

ANALYSIS OF VARIANCE

DUE TO	DF	SS	MS=SS/DF	F-RATIO
FACTOR	5	26.591	5.318	11.57
ERROR	1279	588.096	0.460	
TOTAL	1284	614.687		

LEVEL	N	MEAN	ST. DEV.
PAC I	131	-0.891	0.519
PAC II	267	-1.006	0.621
PAC III	267	-0.858	0.741
LANT I	162	-1.114	0.534
LANT II	232	-0.937	0.721
LANT III	226	-0.639	0.784

POOLED ST. DEV. = 0.678

```
INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS
(BASED ON POOLED STANDARD DEVIATION)
       +---------+---------+---------+---------+---------+---------+
PAC I                  I*******I*******I
PAC II            I****I*****I
PAC III                     I****I*****I
LANT I   I******I******I
LANT II               I*****I*****I
LANT III                                  I*****I*****I
       +---------+---------+---------+---------+---------+---------+
    -1.25     -1.10     -0.95     -0.80     -0.65     -0.50     -0.35
```

Figure V-4. Service Group Analysis of Variance

SCHEFFE

MEAN	GROUP	GRP 4	GRP 2	GRP 5	GRP 1	GRP 3	GRP 6
-1.1137	4-LANT I						
-1.0065	2-PAC II						
-0.9372	5-LANT II						
-0.8905	1-PAC I						
-0.8583	3-PAC III	*					
-0.6392	6-LANT III	*	*	*	*	*	

NORMAL INTERVALS

GROUP	%	SIGMA	CONFIDENCE INTERVAL
PAC IPG I	99	.519	-1.0076, -0.7735
PAC IPG II	99	.621	-1.1045, -0.9084
PAC IPG III	99	.741	-0.9753, -0.7412
LANT IPG I	99	.534	-1.2220, -1.0054
LANT IPG II	99	.721	-1.0594, -0.8151
LANT IPG III	99	.784	-0.7738, -0.5046

Figure V-5. Service Group Scheffe and Normal Intervals

RRTMIS and sample shipments would be expected than in high priority ones.

The table also shows that the Atlantic IPG III mean standard transformation is significantly greater than all the other groups. This agrees with the ANOVA confidence interval graph in Figure V-4 and tends to indicate smaller differences between the RRTMIS and sample transportation times for routine shipments to Atlantic consignees. Comparatively, the paired Pacific groups were more different.

Figure V-5 also displays 99 percent normal confidence intervals for the means of the standardized data. None of the resulting normal confidence intervals contain zero, and all the range values are negative. Assuming the normality of the mean of the transformed data, there is 95% confidence that all six of the sample means are less than the corresponding RRTMIS means.

This condition would tend to indicate transportation times are shorter for non-mechanized Pacific and Atlantic consignees than for those going to RRTMIS customers. Whatever the delays and logistic obstacles experienced by the ships in the fleet sample, or possibly even because of the existence of these difficulties, they still received faster mean transportation service overall.

2. Deployment

The Deployment group sorts the data by ship operational status. There are two categories, not deployed and deployed. There were 647 shipments to not deployed and 638 shipments to deployed consignees in the sample. The RRTMIS sample sizes, means and standard deviations used in the standard transformations for this group are shown in Figure V-6.

Histograms of Deployment group Transportation Time measurements are shown in Figures V-7-A through V-7-F. The on time summary shows higher percentages of prompt shipments in every IPG of the sample than for the respective RRTMIS groups. It appears that the sample shipment performance far exceeded that of the RRTMIS customers in both deployed and not deployed status. Again, the histograms appear to be skewed to the right.

Data within each group were again standardized by subtracting the RRTMIS group mean and dividing by the RRTMIS standard deviation. Although the data will not be normally distributed, under the null hypothesis that the RRTMIS means and standard deviations well describe the sample data, the standardized data should have a mean of zero and a standard deviation of one.

Boxplots of the standard transformations for both of these categories by IPG are shown in Figure V-8. As in the Service group, the spreads appear very close with overlap

GROUP	SAMPLE SIZE	MEAN	STD DEVIATION
NONDEP IPG I	7,845	28.4	20.1
NONDEP IPG II	99,603	36.3	23.6
NONDEP IPG III	50,998	28.3	21.3
DEPLOY IPG I	7,085	30.7	19.7
DEPLOY IPG II	31,527	32.2	19.4
DEPLOY IPG III	21,823	41.2	22.0

Figure V-6. Deployment Group RRTMIS Statistics

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	52	**************************
4.50	17	*********
7.50	10	*****
10.50	7	****
13.50	1	*
16.50	2	*
19.50	2	*
22.50	2	*
25.50	1	*
28.50	1	*
31.50	1	*
34.50	0	
37.50	1	*
	97	GROUP SAMPLE SIZE

PERCENT ON TIME	
RRTMIS	.8
SAMPLE	53.6

Figure V-7-A. Not Deployed IPG I Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	90	***
9.00	77	**************************************
15.00	45	**********************
21.00	28	**************
27.00	13	*******
33.00	5	***
39.00	8	****
45.00	1	*
51.00	1	*
57.00	1	*
63.00	0	
69.00	1	*
75.00	2	*
81.00	1	*
87.00	1	*
93.00	2	*

276 GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	1.9
SAMPLE	32.6

Figure V-7-B. Not Deployed IPG II Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	153	**********
19.5	79	**********
32.5	25	*****
45.5	9	**
58.5	5	*
71.5	1	*
84.5	0	
97.5	2	*
	274	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	17.1
SAMPLE	55.8

Figure V-7-C. Not Deployed IPG III Transportation Times

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	29	**********
4.50	34	**********
7.50	31	**********
10.50	28	**********
13.50	17	**********
16.50	12	**********
19.50	13	**********
22.50	11	**********
25.50	3	***
28.50	4	****
31.50	2	**
34.50	2	**
37.50	1	*
40.50	2	**
43.50	1	*
46.50	1	*
49.50	2	**
52.50	3	***

196 GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	2.8
SAMPLE	14.8

Figure V-7-D. Deployed IPG I Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	72	************************************
9.00	61	******************************
15.00	37	******************
21.00	15	********
27.00	9	*****
33.00	14	*******
39.00	4	**
45.00	2	*
51.00	4	**
57.00	0	
63.00	0	
69.00	2	*
75.00	0	
81.00	0	
87.00	1	*
93.00	1	*
99.00	1	*
	223	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	2.7
SAMPLE	32.3

Figure V-7-E. Deployed IPG II Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	105	**********
19.5	55	**********
32.5	28	******
45.5	16	****
58.5	6	**
71.5	2	*
84.5	5	*
97.5	2	*
	219	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	21.2
SAMPLE	47.9

Figure V-7-F. Deployed IPG III Transportation Times

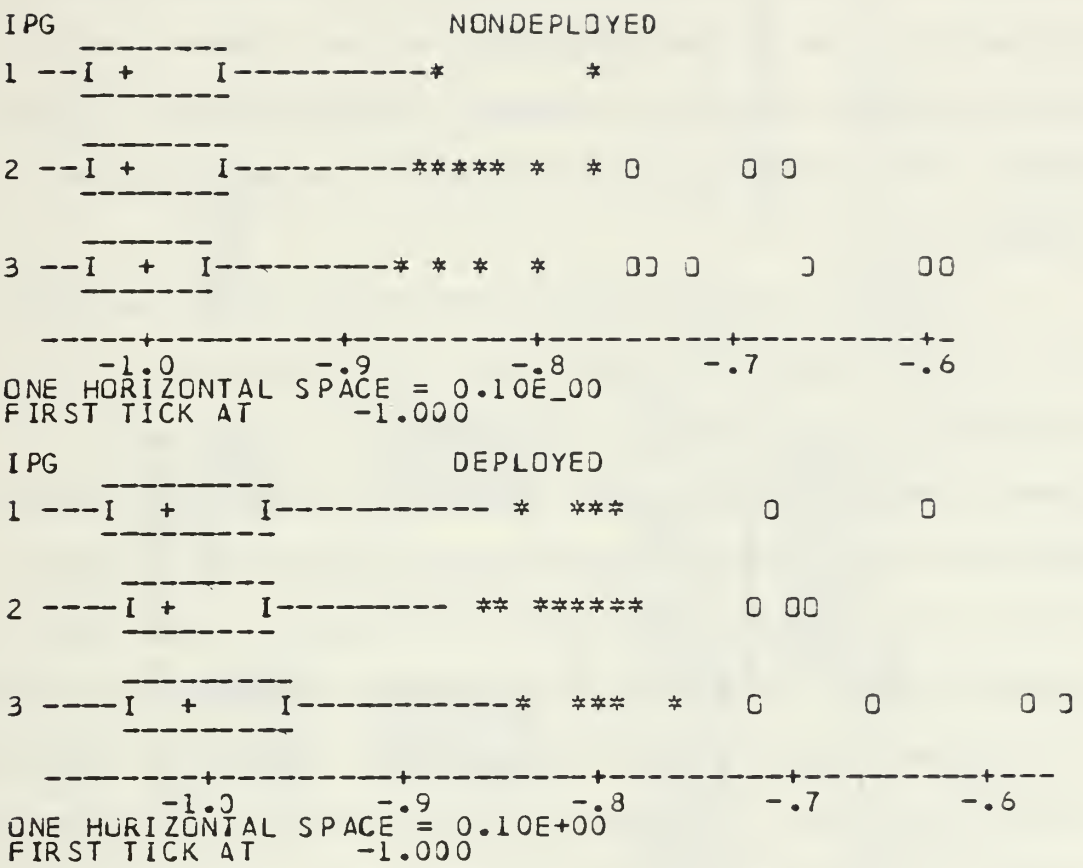

Figure V-8. Deployment Group Boxplots

between ranges. This time the IPG I not deployed group has only two values outside the inner fence, while all the other groups have several values outside. All the boxes are close to the left side of the horizontal scale. These conditions tend to indicate negative standard transformations in all groups. The paired group data would be expected to be grossly similar.

Moving to the Analysis of Variance table in Figure V-9, it is evident that there must be at least one significantly different group. The test is for equal standardized IPG means among shipments to not deployed and deployed ships, using a .05 maximum probability of Type I error. Since the F-ratio of 13.29 is greater than the 2.21 critical value, the equality of means hypothesis is rejected. The attained significance level is less than .001, indicating strong rejection. So there is strong evidence that the mean standard transformation for at least one of the groups is significantly different than the others.

The Scheffe test bears this out. The table of range test results in Figure V-10 shows that the IPG III standard transformation average (-.6272) for not deployed consignees is significantly greater than all the other groups. This is supported graphically by the ANOVA confidence interval graph in Figure V-9. Smaller differences are indicated between the RRTMIS and sample transportation times for routine shipments to customers not deployed away from their home ports. By

ANALYSIS OF VARIANCE

DUE TO	DF	SS	MS=SS/DF	F-RATIO
FACTOR	5	31.968	6.394	13.29
ERROR	1279	615.297	0.481	
TOTAL	1284	647.265		

LEVEL	N	MEAN	ST. DEV.
NDEP I	97	-1.165	0.369
NDEP II	276	-0.987	0.628
NDEP III	274	-0.627	0.667
DEP I	196	-0.961	0.563
DEP II	223	-0.962	0.801
DEP III	219	-0.978	0.878

POOLED ST. DEV. = 0.694

INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS
(BASED ON POOLED STANDARD DEVIATION)

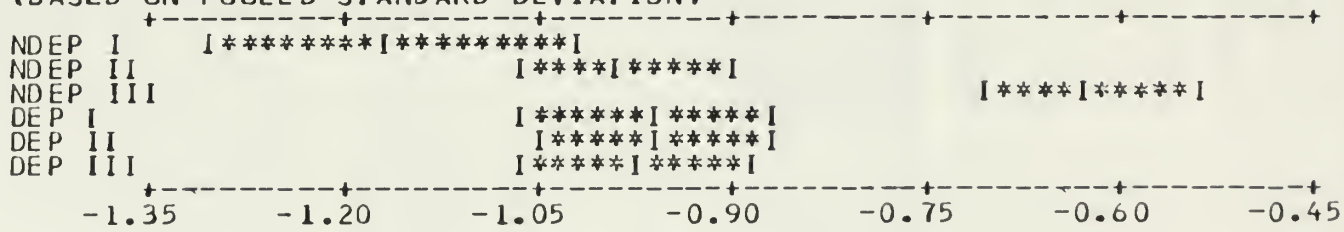

Figure V-9. Deployment Group Analysis of Variance

SCHEFFE

MEAN	GROUP	GRP 1	GRP 2	GRP 6	GRP 5	GRP 4	GRP 3
-1.1652	1-NONDEP IPG I						
-0.9865	2-NONDEP IPG II						
-0.9782	6-DEP IPG III						
-0.9622	5-DEP IPG II						
-0.9609	4-DEP IPG I						
-0.6272	3-NONDEP IPG III	*	*	*	*	*	

NORMAL INTERVALS

GROUP	%	SIGMA	CONFIDENCE INTERVAL
NONDEP IPG I	99	.369	-1.2619, -1.0685
NONDEP IPG II	99	.628	-1.0841, -0.8889
NONDEP IPG III	99	.667	-0.7312, -0.5231
DEPLOY IPG I	99	.563	-1.0647, -0.8571
DEPLOY IPG II	99	.801	-1.1006, -0.8237
DEPLOY IPG III	99	.878	-1.1313, -0.8250

Figure V-10. Deployment Group Scheffe and Normal Intervals

comparison, higher priority not deployed shipments and shipments to deployed customers experienced greater variability between the RRTMIS and sample times.

It should also be noted that there is some inequality of sample sizes among the groups, and that the medians of all the groups appear to be about the same. This suggests that the inequality of means indicated by ANOVA may be due to outlying values in the different groups since the data is skewed.

Turning to the hypothesis of all transformation means equal to zero, Figure V-10 also displays 99 percent normal confidence intervals for the mean of the transformed data. None of the normal confidence intervals for the paired Deployment group standard transformations contains zero, and all the values are negative. This indicates shorter mean transportation times for the sample customers than for the RRTMIS groups.

This is particularly interesting since the groups with the least difference between the RRTMIS and sample times were those for routine shipments to deployed customers. The smaller non-mechanized ships are apparently receiving slightly faster mean transportation service than any other customers.

3. Mode of Shipment

The Mode of Shipment group breaks the data down into air, surface, and local delivery transportation modes. There 572 air shipments, 210 surface shipments, and 503 local deliveries in the sample. The RRTMIS statistics used in the standard transformations for this group are presented in Figure V-11.

Transportation Time histograms by mode and IPG are shown in Figures V-12-A through V-12-I. Once again, the data appear to be right skewed. The histograms are on different scales in order to highlight the number of shipments on time against the UMMIPS standards. All of the sample air and local delivery groups exhibited higher on time performance against the UMMIPS standards than the RRTMIS groups. All of the sample surface shipment groups showed lower percentages of shipments on time than RRTMIS surface customers, although the IPG II's and III's were close. This could be due to the effect of short term local operation of ships away from their home ports while not deployed.

Ships in this status often remain out of port and away from onward forwarding of all deliveries for one to ten days. Surface shipments include parcel post originating from shippers other than the nearest stock point, and sixty-two percent of the surface sample was parcel post. Since the UMMIPS standard for IPG I Transportation Time is only three

GROUP	SAMPLE SIZE	MEAN	STD DEVIATION
AIR IPG I	17,571	24.4	19.6
AIR IPG II	82,406	31.0	20.3
AIR IPG III	14,242	27.8	18.7
SURF IPG I	2,753	16.8	16.8
SURF IPG II	17,363	37.6	26.6
SURF IPG III	37,760	33.0	23.3
LOCAL IPG I	6,366	21.6	21.4
LOCAL IPG II	57,712	31.6	24.4
LOCAL IPG III	52,755	22.5	20.2

Figure V-11. Mode Group RRTMIS Statistics

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	37	**********
4.50	42	**********
7.50	39	**********
10.50	28	**********
13.50	16	**********
16.50	14	**********
19.50	13	**********
22.50	11	**********
25.50	3	***
28.50	4	****
31.50	2	**
34.50	2	**
37.50	2	**
40.50	2	**
43.50	1	*
46.50	1	*
49.50	2	**
52.50	3	***
	222	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	4.5
SAMPLE	16.6

Figure V-12-A. Air IPG I Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	54	**********************************
9.00	74	**
15.00	38	************************
21.00	23	**************
27.00	10	******
33.00	16	**********
39.00	3	**
45.00	1	*
51.00	1	*
57.00	1	*
63.00	0	
69.00	3	**
75.00	0	
81.00	1	*
87.00	2	*
93.00	1	*
99.00	1	*
	229	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	1.7
SAMPLE	23.6

Figure V-12-B. Air IPG II Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	61	**********
19.5	35	**********
32.5	13	*******
45.5	4	**
58.5	3	**
71.5	0	
84.5	3	**
97.5	2	*
	121	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	1.9
SAMPLE	50.4

Figure V-12-C. Air IPG III Transportation Times

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	1	*
4.50	1	*
7.50	1	*
10.50	3	***
13.50	1	*
16.50	0	
19.50	0	
22.50	1	*
	8	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	39.8
SAMPLE	12.5

Figure V-12-D. Surface IPG I Transportation Times

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	11	**********
9.00	21	*********************
15.00	15	**************
21.00	3	***
27.00	3	***
33.00	1	*
39.00	1	*
45.00	0	
51.00	3	***
57.00	0	
63.00	0	
69.00	0	
75.00	1	*
81.00	0	
87.00	0	
93.00	1	*
	60	GROUP SAMPLE SIZE

PERCENT ON TIME	
RRTMIS	20.2
SAMPLE	18.3

Figure V-12-E. Surface IPG II Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	47	**********
19.5	52	**********
32.5	21	**********
45.5	14	*******
58.5	6	***
71.5	2	*
	142	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	33.3
SAMPLE	33.1

Figure V-12-F. Surface IPG III Transportation Times

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	43	**********
4.50	8	********
7.50	1	*
10.50	4	****
13.50	1	*
16.50	0	
19.50	2	**
22.50	1	*
25.50	1	*
28.50	1	*
31.50	1	*
	63	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	12.2
SAMPLE	68.2

Figure V-12-G. Local Delivery IPG I Transportation Times

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	97	**
9.00	43	**********************
15.00	29	***************
21.00	17	*********
27.00	9	*****
33.00	2	*
39.00	8	****
45.00	2	*
51.00	1	*
57.00	0	
63.00	0	
69.00	0	
75.00	1	*
81.00	0	
87.00	0	
93.00	1	*
	210	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	3.6
SAMPLE	46.2

Figure V-12-H. Local Delivery IPG II Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	150	**********
19.5	47	**********
32.5	19	****
45.5	7	**
58.5	2	*
71.5	1	*
84.5	2	*
97.5	2	*
	230	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	23.9
SAMPLE	65.2

Figure V-12-I. Local Delivery IPG III Transportation Times

days, it seems logical that the IPG I shipments would be the poorest performers.

The data were standardized as before by subtracting the appropriate RRTMIS group mean and dividing by the appropriate RRTMIS standard deviation. Under the null hypothesis that the RRTMIS statistics well describe the sample data, theh distribution of the transformations should have a mean of about zero and a standard deviation of approximately one.

The boxplots for the air and local delivery modes in Figure V-13 appear to have similar spreads with all the data clustered against the low end of the horizontal plot. Some caution must be used in looking at the boxplots since the scales are not always the same. Sample sizes also differ between groups.

The local delivery IPG I group has fewer values outside the fence than the air groups, indicating less variability between RRTMIS and the sample data for high priority shipments from the nearby stock point. The surface H-spreads are generally more to the right than those for the air and local delivery modes, which may indicate greater differences between the RRTMIS and sample surface groups, which has already been suggested by the on time summary from the histograms.

The Analysis of Variance for the Mode of Shipment group transformations is presented in Figure V-14, and

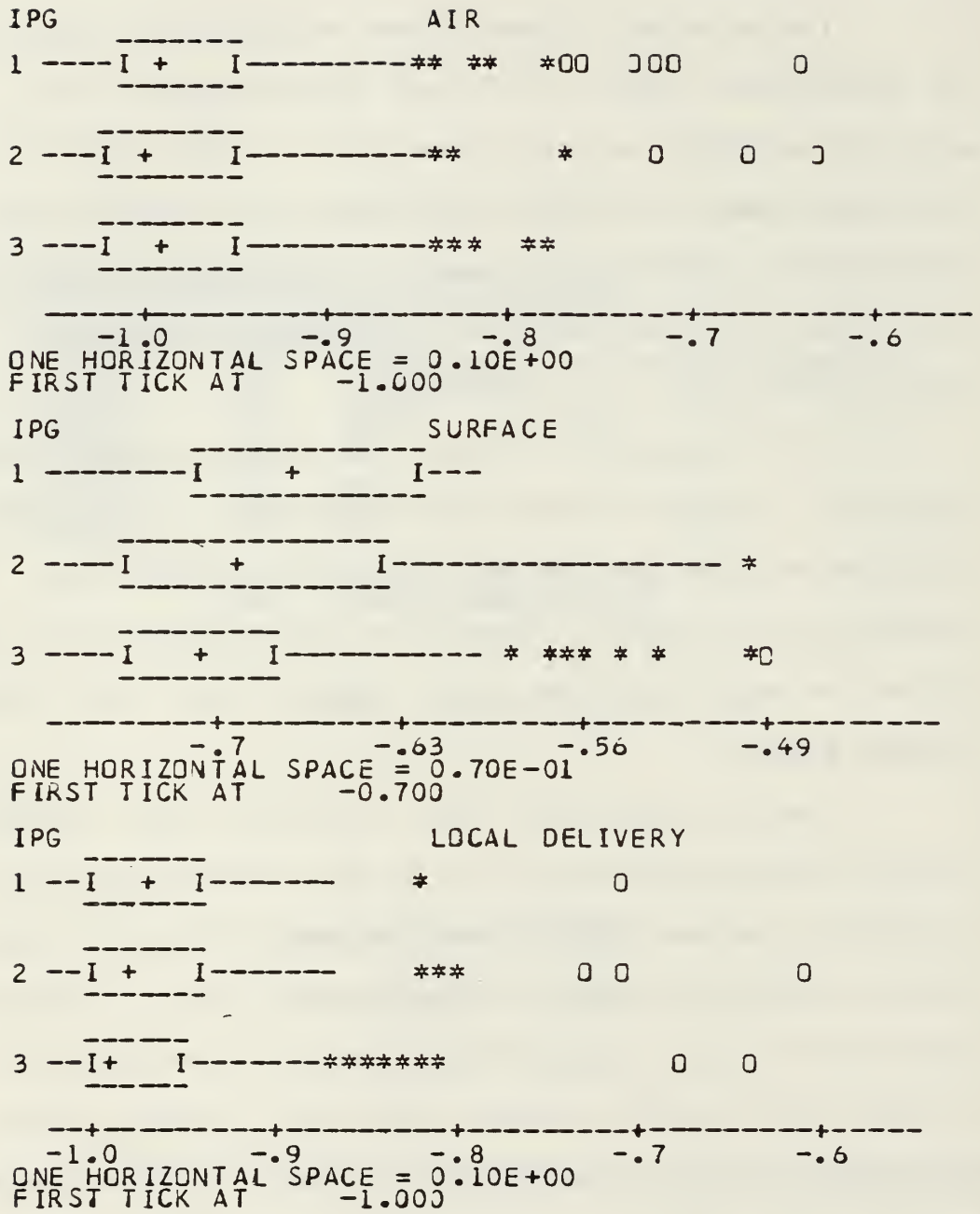

Figure V-13. Mode Group Boxplots

ANALYSIS OF VARIANCE

DUE TO	DF	SS	MS=SS/DF	F-RATIO
FACTOR	8	34.358	4.295	8.74
ERROR	1276	626.903	0.491	
TOTAL	1284	661.261		

LEVEL	N	MEAN	ST. DEV.
AIR I	222	-0.677	0.554
AIR II	229	-0.776	0.791
AIR III	121	-0.477	1.024
SURF I	8	-0.449	0.372
SURF II	60	-0.817	0.642
SURF III	142	-0.510	0.663
LOC I	63	-0.826	0.344
LOC II	210	-0.872	0.530
LOC III	230	-0.442	0.775

POOLED ST. DEV. = 0.701

INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS
(BASED ON POOLED STANDARD DEVIATION)

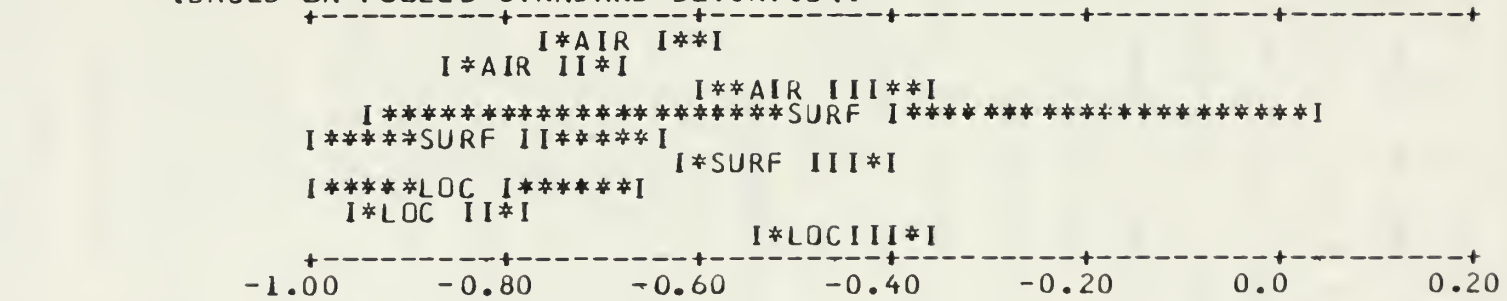

Figure V-14. Mode Group Analysis of Variance

confirms the alternate hypothesis that at least one of the group means is different, although some caution is appropriate due to disparities in sample size. The F.05 value based on 8 and infinite degrees of freedom is 1.94. Since F = 8.74 is greater than the 1.94 critical value the equality of means null hypothesis is rejected. Strong rejection is indicated for this test by an attained level of significance of less than .001.

The Scheffe results in Figure V-15 delineate four group differences. The local delivery IPG II mean standard transformation is significantly less than the IPG III mean scores for all modes. This indicates comparatively less difference between the RRTMIS and sample IPG III mean local delivery times.

At first, this would appear to be the result of sheer volume. Of all the IPG III shipments, forty-seven percent were local delivery. Additionally, stock points administratively assign a transportation time of one day to all local delivery shipments, no matter what the actual time may be. This could have an effect of skewing the RRTMIS data to the low side.

On the other hand, this effect could not exist in the sample because actual receipt dates were used to compute the times. Since there is low variability in the differences between the RRTMIS and sample local IPG III means, the effect of the stock point policy is apparently minimal. The fact

SCHEFFE

MEAN	GROUP	GRP 8	GRP 7	GRP 5	GRP 2	GRP 1	GRP 6	GRP 3	GRP 4	GRP 9
-0.8724	8-LOCAL II									
-0.8261	7-LOCAL I									
-0.8170	5-SURF II									
-0.7757	2-AIR II									
-0.6775	1-AIR I									
-0.5105	6-SURF III	*								
-0.4772	3-AIR III	*								
-0.4494	4-SURF I									
-0.4417	9-LOCAL III	*			*					

NORMAL INTERVALS

GROUP	%	SIGMA	CONFIDENCE INTERVAL
AIR IPG I	99.7	.554	-0.7881, -0.5668
AIR IPG II	99.7	.791	-0.9312, -0.6202
AIR IPG III	99.7	1.024	-0.7542, -0.2002
SURF IPG I	99.7	.372	-0.8407, -0.0581
SURF IPG II	99.7	.642	-1.0636, -0.5074
SURF IPG III	99.7	.663	-0.6760, -0.3449
LOCAL IPG I	99.7	.344	-0.9551, -0.6972
LOCAL IPG II	99.7	.530	-0.9812, -0.7635
LOCAL IPG III	99.7	.775	-0.5937, -0.2896

Figure V-15. Mode of Shipment Scheffe and Normal Intervals

remains that mean transportation times for the RRTMIS and sample routine local delivery shipments were closer than for those with the higher priority.

A difference between the local delivery IPG III and the air IPG II means is also indicated, with the air shipments experiencing greater difference between the RRTMIS and samples means than the locals. This suggests that the routine local delivery shipments had a narrower range of values than the air shipments. This is just as reasonable to expect as with the local IPG II's because of volume processing of deliveries to local customers by stock points.

The results are also interesting in the absence of differences among the standardized IPG I means and any other groups. Issue Priority Group I performance between RRTMIS and the sample are not significantly different, even when the local operations situation is taken into account. This would tend to indicate that the higher priority shipments take about the same time for both groups.

The 99.7 percent normal confidence intervals for the standardized group means in Figure V-15 may amend this assessment slightly. Since none of the intervals contains zero, the null hypothesis of equality between all RRTMIS and sample group means is again rejected with 95 percent confidence. The fact that all the range values are negative shows that the sample mean transportation times for all modes are actually less than the RRTMIS time. However, there is a

significant difference between how much the sample group means differ from the RRTMIS means as indicated by the Analysis of Variance.

4. Naval Supply Centers and Depots

The Naval Supply Centers and Depots group (hereafter referred to as the NSC group) included only data on shipments made by one of the ten Naval Supply Centers or Depots listed in Figure IV-3. There were 1,018 NSC group shipments in the sample. The RRTMIS statistics for this group are shown in Figure V-16.

Figures V-17-A through V-17-C display histograms of the Transportation Time measurements. The sample on time performance exceeded that experienced by the RRTMIS customers in all three Issue Priority Groups. The histograms indicate gross similarity in the frequency distributions of all three groups. It should be noted, however, that the scales are different.

Once again, the data were standardized by subtracting the RRTMIS group mean and dividing by the RRTMIS standard deviation. Although the data will not be normally distributed, under the null hypothesis that the RRTMIS means and standard deviations well describe the sample data, the transformed data should have mean zero and standard deviation one.

Boxplots in Figure V-18 indicate similar medians for the standard transformations of the three Issue Priority

GROUP	SAMPLE SIZE	MEAN	STD DEVIATION
NSC I	14,177	27.6	21.2
NSC II	108,366	32.8	22.2
NSC III	72,021	30.0	21.8

Figure V-16. NSC/D Group RRTMIS Statistics

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	67	**********************************
4.50	36	******************
7.50	29	**************
10.50	23	**********
13.50	10	*****
16.50	11	******
19.50	12	******
22.50	7	****
25.50	4	**
28.50	5	***
31.50	3	**
34.50	2	*
37.50	2	*
40.50	2	*
43.50	0	
46.50	1	*
49.50	2	*
52.50	3	**
	219	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	4.6
SAMPLE	30.6

Figure V-17-A. NSC/D IPG I Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	136	**********************************
9.00	102	*************************
15.00	69	*****************
21.00	33	********
27.00	21	*****
33.00	15	***
39.00	7	**
45.00	1	*
51.00	3	*
57.00	1	*
63.00	0	
69.00	3	*
75.00	2	*
81.00	1	*
87.00	1	*
93.00	1	*
99.00	1	*
	397	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	2.3
SAMPLE	34.3

Figure V-17-B. NSC/D IPG II Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	227	**
19.5	103	*********************
32.5	36	*******
45.5	16	****
58.5	8	**
71.5	3	*
84.5	5	*
97.5	4	*
	402	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	22.3
SAMPLE	56.5

Figure V-17-C. NSC/D IPG III Transportation Times

Figure V-18. NSC/D Group Boxplots

Groups. The H-spreads are all close to the low end of the horizontal plot, with numerous values outside and far outside the inner fence in all three groups, again indicating skewness. The IPG III scores appear a little more closely grouped, indicating smaller differences between the RRTMIS and sample means, but overall the spread appears very close among the groups.

The closer grouping of the IPG III scores is also evident in the Analysis of Variance data in Figure V-19. The ANOVA confidence interval graph shows the IPG III interval standing alone at the right side of the scale. The graph strongly suggests that this group's mean will be different from the others. The null hypothesis of equal means is strongly rejected, since F = 16.35 is greater than the 3.00 critical value at .05 maximum probability of Type I error with two and infinite degrees of freedom. The attained significance level is much less than .001.

The results of Scheffe's test shown in Figure V-20 confirm that the IPG III standard transformation mean is significantly greater than those of the other groups. This indicates sharply smaller differences among the RRTMIS and sample mean transportation times for IPG III shipments from Naval Supply Centers and Depots. This demonstrates significant evidence that the UMMIPS priority system is working.

```
                           ANALYSIS OF VARIANCE
DUE TO         DF          SS      MS=SS/DF      F-RATIO
FACTOR          2      15.413         7.706        16.35
ERROR        1015     478.325         0.471
TOTAL        1017     493.738

LEVEL        N         MEAN       ST. DEV.
NSC I      219       -0.842          0.535
NSC II     397       -0.907          0.648
NSC III    402       -0.637          0.789

POOLED ST. DEV. =         0.686

INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS
(BASED ON POOLED STANDARD DEVIATION)
       +---------+---------+---------+---------+---------+---------+
NSC I        I*********I**********I
NSC II   I******I*******I
NSC III                                I******I*******I
       +---------+---------+---------+---------+---------+---------+
    -0.990    -0.900    -0.810    -0.720    -0.630    -0.540    -0.450
```

Figure V-19. NSC/D Group Analysis of Variance

SCHEFFE

MEAN	GROUP	GRP 2	GRP 1	GRP 3
-0.9065	2-NSC/D II			
-0.8420	1-NSC/D I			
-0.6367	3-NSC/D III	*	*	

NORMAL INTERVALS

GROUP	%	SIGMA	CONFIDENCE INTERVALS
NSC/D IPG I	99	.535	-0.9353, -0.7487
NSC/D IPG II	99	.698	-0.9970, -0.8161
NSC/D IPG III	99	.789	-0.7383, -0.5352

Figure V-20. NSC/D Group Scheffe and Normal Intervals

No significant difference among the IPG group means regardless of alignment between RRTMIS and the sample would tend to indicate ineffective management of shipments in support of the mission criticality and urgency of need criteria discussed in Chapter II. This evidence also suggests that transportation time performance is similar from the NSC group for routine shipments measured by RRTMIS and the sample.

It is obvious from the 99 percent normal confidence intervals for the transformed means that none contain zero, confirming rejection of the equality of means. Again, all the range values are negative, indicating lower mean transportation times for the sample than for the RRTMIS customers, regardless of NSC group priority.

5. Overall Issue Priority Groups

The Overall group sorts the data by Issue Priority Group across all categories. There were 293 IPG I, 397 IPG II and 402 IPG III shipments in the sample. The RRTMIS sample sizes, means and standard deviations used in the standard transformations for this group are provided in Figure V-21.

Histograms of the Transportation Time measurements are shown in Figures V-22-A through V-22-C. It should be noted that the scales are different. The sample on time performance exceeded that experienced by RRTMIS customers in all three priority groups. The IPG II histogram exhibits a

GROUP	SAMPLE SIZE	MEAN	STD DEVIATION
OVERALL IPG I	28,060	22.4	19.8
OVERALL IPG II	161,480	31.8	22.8
OVERALL IPG III	107, 445	26.7	21.7

Figure V-21. Overall Group RRTMIS Statistics

EACH * REPRESENTS 2 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
1.50	81	**********************************
4.50	51	**********************
7.50	41	*****************
10.50	35	***************
13.50	18	********
16.50	14	*******
19.50	15	********
22.50	13	*******
25.50	4	**
28.50	5	***
31.50	3	**
34.50	2	*
37.50	2	*
40.50	2	*
43.50	1	*
46.50	1	*
49.50	2	*
52.50	3	**
	293	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	11.5
SAMPLE	28.7

Figure V-22-A. Overall IPG I Transportation Times

EACH * REPRESENTS 5 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
3.00	162	**********************************
9.00	138	*****************************
15.00	82	*****************
21.00	43	*********
27.00	22	*****
33.00	19	****
39.00	12	***
45.00	3	*
51.00	5	*
57.00	1	*
63.00	0	
69.00	3	*
75.00	2	*
81.00	1	*
87.00	2	*
93.00	3	*
99.00	1	*
	499	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	4.9
SAMPLE	32.5

Figure V-22-B. Overall IPG II Transportation Times

EACH * REPRESENTS 10 OBSERVATIONS

MIDDLE OF INTERVAL	NUMBER OF OBSERVATIONS	
6.5	258	**************************
19.5	134	*************
32.5	53	******
45.5	25	***
58.5	11	**
71.5	3	*
84.5	5	*
97.5	4	*
	493	GROUP SAMPLE SIZE

	PERCENT ON TIME
RRTMIS	24.3
SAMPLE	52.3

Figure V-22-C. Overall IPG III Transportation Times

longer tail of outliers than the other two groups, indicating greater potential variability in the data for that group.

Each data point was standardized by subtacting the appropriate RRTMIS group mean and dividing by the respective RRTMIS standard deviation. Under the null hypothesis that the RRTMIS statistics well describe the sample data, the distribution of the transformed data should have a mean of about zero and a standard deviation of about one.

This observation is consistent with the standard transformation boxplots shown in Figure V-23. The IPG II box has a greater number of values far outside the inner fence than either of the other groups. The H-spreads are grouped close to the lower end of the horizontal plot, indicating the majority of the data values are comparatively close together with relatively small differences between the RRTMIS and sample groups.

The evidence presented in the Analysis of Variance in Figure V-24 supports rejection of the equality of means null hypothesis for the Overall group. The F-ratio of 36.30 is significantly greater than the 3.0 critical value and the attained level of significance is less than .001, indicating strong rejection.

Scheffe's test shown in Figure V-25 reveals the specific differences among the group means. The IPG III mean is significantly different from both of the other group means and exhibits the lowest variability between RRTMIS and the

Figure V-23. Overall Group Boxplots

ANALYSIS OF VARIANCE

DUE TO	DF	SS	MS=SS/DF	F-RATIO
FACTOR	2	33.822	16.911	36.30
ERROR	1282	597.226	0.466	
TOTAL	1284	631.048		

LEVEL	N	MEAN	ST. DEV.
IPG I	293	-0.650	0.531
IPG II	499	-0.814	0.664
IPG III	493	-0.445	0.775

POOLED ST. DEV. = 0.683

INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS
(BASED ON POOLED STANDARD DEVIATION)

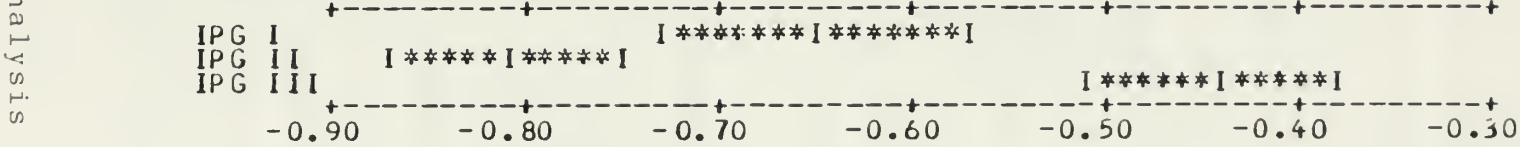

Figure V-24. Overall Group Analysis of Variance

SCHEFFE

MEAN	GROUP	G R P 2	G R P 1	G R P 3
-0.8137	2-ALL IPG II			
-0.6504	1-ALL IPG I	*		
-0.4449	3-ALL IPG III	*	*	

NORMAL INTERVALS

GROUP	%	SIGMA	CONFIDENCE INTERVALS
ALL IPG I	99	.531	-0.7258, -0.5750
ALL IPG II	99	.664	-0.8904, -0.7369
ALL IPG III	99	.775	-0.5349, -0.3458

Figure V-25. Overall Group Scheffe and Normal Intervals

sample of the three priority groups. As previously discussed, this would normally be expected since routine shipments receive steady workloading at the major stock points, and account for the majority of shipments.

Scheffe's table also shows significant difference exists between the IPG I and IPG II means. Specifically, the IPG II means differ more from the RRTMIS mean than the others. This could be due to the mix of shipment modes by priority group. IPG I shipments in the sample were 76% air, IPG II shipments were 46% air, while IPG III shipments were only 25% air. This suggests that a more even mix of air shipments against the other modes may be related to variability between the RRTMIS and sample data, especially since the RRTMIS IPG/mode relationships are similar.

The 99 percent normal confidence intervals for the means of the standardized data in Figure V-25 once again do not contain zero, indicating that the null hypothesis of equal sample and RRTMIS group means should be rejected. Consistently, all the range values are negative. This further supports the conclusion that the ships in the sample experienced faster mean transportation times than RRTMIS customers, regardless of overall Issue Priority Group.

VI. CONCLUSIONS

A. CONCLUSIONS

Significant differences among the RRTMIS and fleet sample Issue Priority Group means exist in the service, deployment, mode of shipment, stock point, and overall data groups. In general, the RRTMIS statistics do not well describe the fleet sample data. Longer mean transportation times were experienced by mechanized customers currently tracked by RRTMIS than by non-mechanized ships in the fleet sample. Specific differences for each data group indicated by the analytical test results are presented below.

Within the Service group, the RRTMIS mean and standard deviation best describe the fleet sample data for Atlantic IPG III shipments. The Atlantic IPG I group exhibited greater differences between the sample data and the RRTMIS statistics than any of the other groups. The normal confidence intervals demonstrated shorter mean transportation times for the fleet sample than for the RRTMIS customers in both oceans and all shipment priorities. These facts suggest that IPG I shipments to the Atlantic fleet sample customers had the fastest mean transportation times in this group.

Within the Deployment group, IPG III shipment data for non-deployed customers in the fleet sample were best described by the RRTMIS statistics. The non-deployed IPG I

group showed the greatest differences between RRTMIS and the sample. While all the groups indicated shorter mean transportation times for the sample than for RRTMIS, IPG I shipments to the non-deployed sample customers were the fastest.

Within modes of shipment, IPG II local delivery data for fleet sample customers were significantly shorter than the mean transportation times for IPG III shipments by any mode. There was also a significant difference between IPG II air and IPG III local delivery mean transportation times. Once again, the normal confidence intervals demonstrated shorter mean transportation times for the fleet sample than for the RRTMIS customers for all modes and priority groups. Because of large differences in group sample sizes, the relative description of fleet sample data by the RRTMIS statistics for the mode of shipment group was inconclusive.

Within the Naval Supply Center and Depots group, it was clear that the RRTMIS mean and standard deviation best described the fleet sample transportation times for IPG III shipments. This suggests that the RRTMIS and fleet sample transportation time performance is most similar for IPG III issues from Naval Supply Centers and Depots. The IPG II data exhibited the greatest differences between RRTMIS and the sample. All priorities indicated shorter mean transportation times for the fleet sample than for RRTMIS. Mean

transportation time from NSCs to IPG II fleet sample customers was the fastest for this group.

Overall, the RRTMIS statistics best describe fleet sample data for IPG III shipments. The same conclusion can be made for Service, Deployment, and Naval Supply Center Groups above. Again, all Issue Priority Groups exhibited shorter mean transportation times for the fleet sample than for RRTMIS. The greatest difference between the sample data and the RRTMIS mean and standard deviation is for IPG II shipments. This indicates significantly faster mean transportation times for IPG II shipments to the ships in the fleet sample than for any other priority.

This study has shown that non-mechanized requisition, shipment and receipt data can be collected, analyzed and reported through statistical sampling techniques. It has been further shown that the RRTMIS statistics generally do not describe such a sample well, and that the non-mechanized fleet mean transportation times tend to be faster than those for shipments to RRTMIS customers. Ships in the fleet sample also had a higher percentage of shipments on time relative to the UMMIPS time standards, except for surface modes of shipment where large differences in sample sizes made the percentage comparisons inconclusive.

B. AREAS FOR FURTHER RESEARCH

Other issues related to this study should be pursued in order to fully understand the causes of these findings. Some comparison of Transportation Time to the Total Requisition Time for the sample measurements should be made to determine if the sample ships receive faster Mean Supply Response Time than RRTMIS customers. Further cross-tabulation analysis of the service, deployment, mode, ship type, Transportation Time, and Total Requisition Time variables may reveal significant interdependencies which would suggest certain causes of these relationships. The data in Appendices B and D are sufficient to support such analyses.

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APPENDIX A

GLOSSARY

ANOVA	Analysis of Variance
AMC	Army Material Command
AFLC	Air Force Logistics Command
AFSC	Air Force Systems Command
ASD (A&L)	Assistant Secretary of Defense for Acquisition and Logistics
CASREP	Casualty Report Mission-critical material requirement
CDCP	Central Data Collection Point for MILSTEP transportation data
CONUS	Continental United States
CPP	Central Processing Point Collects and reports individual agency in-transit data together with MILSTEP transportation data
DAAS	Defense Automated Addressing System
DLA	Defense Logistics Agency
DLSS	Defense Logistics Standard System
DOD	Department of Defense
DTS	Defense Transportation System MAC - MSC - MTMC
FAD	Force/Activity Designator
FMSO	Fleet Material Support Office
H-SPREAD	The middle half of the data in a boxplot
ICP	Inventory Control Point
IPG	Issue Priority Group

MAC	Military Airlift Command
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTEP	Military Supply and Transportation Evaluation Procedures
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MSC	Military Sealift Command
MTMC	Military Traffic Management Command
NAVAIR	Naval Air Systems Command
NAVFAC	Naval Facilities Engineering Command
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply Systems Command
NSC	Naval Supply Center
PD	Priority Designator FAD + UND = PD
RRT	Requisition Response Time Performance measurement from date of requisition submission until receipt of material by ultimate consignee
RRTMIS	Requisition Response Time Management Information System
SUADPS	Shipboard Uniform Automated Data Processing System
UADPS-SP	Uniform Automated Data Processing System for Stock Points
UIC	Unit Identification Code
UMMIPS	Uniform Material Movement and Issue Priority System
UND	Urgency of Need Designator

APPENDIX B

RRTMIS TRANSPORTATION TIME REPORT

```
DESIGNED AND DISTRIBUTED BY         **************************************************************      PAGE     1
                                    *                                                            *      INTRODUCTION
SYSTEM RESPONSE DIVISION            *                  RRTMIS II REPORTING SYSTEM                *      DATE 09/11/85
OPERATIONS ANALYSIS DEPARTMENT      * (REQUISITION RESPONSE TIME MANAGEMENT INFORMATION SYSTEM)  *
NAVY FLEET MATERIAL SUPPORT OFFICE  *                                                            *
POST OFFICE BOX 2010                **************************************************************
MECHANICSBURG, PA   17055

PURPOSE OF RRTMIS II REPORTING SYSTEM   THIS COMPREHENSIVE STATISTICAL ANALYSIS OF THE NAVAL SUPPLY SYSTEM RESPONSE TIME SEGMENTS
                                        PROVIDES A HIGHLY EFFECTIVE MEANS OF APPRAISING PERFORMANCE, EXPOSING INEFFICIENCIES AND
                                        WEAKNESSES, AND PRESCRIBING REMEDIES.

DISTRIBUTION OF RRTMIS II REPORTS:  DETAILED AND SUMMARY LEVEL REPORTS ARE PRODUCED QUARTERLY AND ANNUALLY FOR DISTRIBUTION TO MANY
                                    USERS INCLUDING NAVSUP, NAVMTO, ASO, SPCC, APPROPRIATE TYPE COMMANDERS, STOCK POINTS, AND OTHERS
                                    UPON REQUEST.  (SEVERAL REPORTS MAY ALSO BE PRODUCED FOR A SPECIFIED MONTH OR MONTHS.)

RRTMIS II REPORTING SYSTEM DESIGN:  THIS SYSTEM IS HIGHLY USER-ORIENTED, AS A LARGE DEGREE OF FLEXIBILITY HAS BEEN INCORPORATED INTO
                                    THE UNDERLYING DESIGN.  THE USER MAY REQUEST REPORTS TAILORED TO HIS SPECIFIC REQUIREMENTS BY
                                    SELECTING AVAILABLE REPORT OPTIONS

INDEX OF RRTMIS II REPORTS   (1)  SUBMISSION TIME REPORT                        (SUBM) (9) AVERAGE CUSTOMER WAITING TIME REPORT --
    (REPORT IDS ARE          (2)  REFERRAL PROCESSING TIME REPORT               (RPTR)      (ACWR) OR (ACWM)
     IN PARENTHESES)         (3)  NAVY STOCK POINT PROCESSING TIME REPORT       (SPPT)
                             (4)  DEFENSE DEPOT PROCESSING TIME REPORT          (DDPT)
                             (5)  TRANSPORTATION HOLD TIME REPORT               (HOLD)
                             (6A) TRANSPORTATION TIME REPORT -- FOR AREAS       (TRNA OR REDA)
                             (6B) TRANSPORTATION TIME REPORT -- FOR FLEETS      (TRNB OR REDB)
                             (6C) TRANSPORTATION TIME REPORT -- FOR CONSIGNEES  (TRNC OR REDC)
                             (7)  TOTAL REQUISITION RESPONSE TIME REPORT        (TRRT)
                             (8)  RECEIPT TAKE-UP TIME REPORT                   (RTUT)

SPECIAL REQUESTS REQUIRE THAT      (A) NAME OF DESIRED REPORT (OR TIME SEGMENT UNDER CONSIDERATION)
THE USER FURNISH THESE SPECIFICS:  (B) THE PARTICULAR QUARTER, YEAR, OR MONTH (IN SOME CASES) FOR WHICH DATA IS TO BE DISPLAYED
                                   (C) THE VARIABLES AND DESIRED HIERARCHY, OR ORDER OF CONSIDERATION, OF THE VARIABLES CHOSEN
                                   (D) A LISTING OF THOSE NUMBERS CORRESPONDING TO CATEGORIES DESIRED FOR PRINTING OF EACH VARIABLE

LISTING OF VARIABLES CONSIDERED    (#1)  ISSUING STOCK POINT    (ISSUE STK PT)
IN THE RRTMIS II REPORTING SYSTEM: (#2)  COGNIZANCE GROUPING    (COG GROUP)
    (PRINT ABBREVIATIONS           (#3)  TRANSPORTATION MODE    (TRANS MODE)
     ARE IN PARENTHESES)           (#4)  ISSUE PRIORITY GROUP   (IPG)
                                   (#5)  TYPE OF ISSUE          (TYPE ISSUE)
                                   (#6A) AREA                   (AREA)
                                   (#6B) FLEET                  (FLEET)
                                   (#6C) CONSIGNEE              (CONSIGNEE)
                                   (#7)  HOLD CODE              (HOLD CODE)
                                   (#8)  REFERRING ACTIVITY     (REFRNG ACTY)
                                   (#9)  POINT OF ENTRY         (PT OF ENTRY)
                                   (#10) TIME SEGMENT           (LEG)
```

INPUT FILE RRTMIS
PERIODICITY: QUARTERLY
TIME PERIOD: OCT 1984 - DEC 1984

REPORT TITLE:
TRANSPORTATION TIME REPORT -- FOR FLEETS

TIME PERIOD COVERED IN THIS REPORT: FROM THE DATE THE MATERIAL IS SHIPPED UNTIL THE DATE IT IS RECEIVED
(SEE DOUBLE-DASHED SEGMENT BELOW)

REQUISITION RESPONSE
TIME SEGMENTS (OVERALL)

DOCUMENT DATE	DATE RECEIVED AT PT OF ENTRY	DATE RECEIVED AT ISSUE STK PT	SUPPLY ACTION DATE	DATE OFFERED FOR SHIPMENT	DATE MATERIAL IS SHIPPED	DATE MATERIAL IS RECEIVED

THE FOLLOWING RECORDS
WERE EXCLUDED FROM ANALYSIS REQUISITIONS WITH TRANSPORTATION TIMES EXCEEDING 99 DAYS

THE FOLLOWING VARIABLES ARE USUALLY CONSIDERED (IN THIS HIERARCHICAL ORDER) FOR THE PRINTING OF THIS REPORT:	CORRESPONDING SUPPRESSION LEVELS:
(#1) ISSUING STOCK POINT	250
(#6B) FLEET	100
(#3) TRANSPORTATION MODE	50
(#4) ISSUE PRIORITY GROUP	30

THE FOLLOWING VARIABLES WERE EXPLICITLY CHOSEN (IN THIS HIERARCHIAL ORDER) FOR THE PRINTING OF THIS REPORT:	CHOSEN SUPPRESSION LEVELS
(#6B) FLEET	
(#6C) CONSIGNEE	
(#1) ISSUING STOCK POINT	
(#3) TRANSPORTATION MODE	
(#4) ISSUE PRIORITY GROUP	

NOTE CONCERNING SUPPRESSION LEVELS. THE SUPPRESSION LEVELS USED PROVIDE A MEANS OF CONTROLLING REPORT VOLUME AND SIGNIFICANCE NOTICE THAT THE SUPPRESSION LEVELS GIVEN ABOVE ARE IN DESCENDING ORDER, SINCE THEY CORRESPOND TO THE PRINT HIERARCHY. SUPPOSE THE NUMBER OF REQUISITIONS FOR IPG= III CASREP WAS NOT AT LEAST 0 FOR A PARTICULAR CATEGORY, SAY TRANS MODE= LOCAL DELIVERY THIS PRINTING WOULD THEN BE SUPPRESSED; HOWEVER, THE DATA DISPLAYED FOR THE TRANS MODE= LOCAL DELIVERY WOULD INCLUDE IPG= III CASREP IN THE COMPUTED STATISTICS

CROSS REFERENCE INDEX THE FINAL PAGES OF THE PRINTED REPORT PROVIDE AN EASY TO USE CROSS-REFERENCE INDEX FOR THE PURPOSE OF QUICKLY LOCATING SPECIFIC DATA SUPPRESSED PAGES WILL BE ABSENT FROM THIS LISTING.

PRINT CATEGORIES. THE FOLLOWING PAGES PROVIDE A COMPLETE LISTING OF ALL PRINT CATEGORIES FOR EACH OF THE TWELVE BASIC VARIABLES CONSIDERED IN THE RRTMIS II REPORTING SYSTEM THOSE CATEGORIES WITH A DOUBLE ASTERISK (**) HAVE SPECIFICALLY BEEN REQUESTED BY THE USER. IN THE ABSENCE OF A SPECIFIC USER-REQUESTED LIST, A SET OF DEFAULT PRINT CATEGORIES WILL BE USED THESE WILL BE NOTED ON THE LISTING BY A SINGLE ASTERISK (*)

NOTE - ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED
NOTE - * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY

CATEGORY NUMBER		STRATIFYING VARIABLE #1 ISSUE STK PT
1	**	ALL STK PTS
2	**	NSC/NSD
3		NAS/MCAS
4		ALL INDUS ACTY
5		OTHER NAVY
6	**	ALL NAVY
7		DEFENSE DEPOTS
8		OTHER SERVICES
9		NAVY ATL CONUS
10		NAVY PAC CONUS
11		NAVY PAC O/S
12		DD EAST
13		DD WEST
14		NAVY/DD EAST
15		NAVY/DD WEST
19		NSC JKSONVILLE
20		NSD YOKOSUKA
21		NSC NORFOLK
22		NSC OAKLAND
23		NSC SAN DIEGO
24		NSC PUGET SD
25		NSC PEARL HBR
26		NSC CHARLESTON
27		NSD SUBIC BAY
28		NSD GUAM
29		MCAS CHERRY PT
30		NAS NORFOLK
31		NAS PENSACOLA
32		NAS JKSONVILLE
33		NAS ALAMEDA
34		NAS N ISLAND
35		NAS CRPS CHRIST
36		NAS MOFFETT FD
37		NAS BARBERS PT
38		NAS WHIDBEY IS
39		MCAS EL TORO
40		NAS OCEANA
41		NAS CECIL FLD
42		NAS MIRAMAR
43		NAS LEMOORE
44		MCAS YUMA
45		NSB NEW LONDON
46		NSY PORTSMOUTH
47		NSY PHILDELPHIA
48		NSY NORFOLK
49		CBC PT HUENEME
50		CBC GULFPORT
51		NATC PATUXENT
52		PMTC PT MUGU
53		OO MECHNCSBURG
54		OO TRACY
55		DO COLUMBUS
56		DD DAYTON
57		DO MEMPHIS
58		DD PHILADLPHIA
59		OO OGDEN
60		OO RICHMOND

NOTE ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE * = DEFAULT PRINT CATEGORY ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER	STRATIFYING VARIABLE #2 COG GROUP	CATEGORY NUMBER	STRATIFYING VARIABLE #2 COG GROUP
1	ALL	46	8N
2	ALL SPCC	47	8R
3	ALL ASO	48	7E
4	SPCC NSA (CONSUM)	49	7G
5	SPCC APA (REPAIR)	50	7H
6	ASO NSA (CONSUM)	51	7Z
7	ASO APA (REPAIR)	52	7R
8	SPCC DLR	53	9A OR AZ
9	ASO DLR	54	9C OR AX
10	1A	55	9O OR CY
11	1H	56	9E OR AJ
12	1N	57	9F OR TG
13	2A	58	9G OR CX
14	2B	59	9H OR BF
15	2E	60	9I OR SU
16	2G	61	9J OR SX
17	2H	62	9K OR TA
18	2N	63	9L OR KX
19	2T	64	9M OR CZ
20	2U	65	9N OR TX
21	4A	66	9O OR PA
22	4E	67	9Q OR CG
23	4G	68	9S OR BO
24	4H	69	9V OR SE
25	4N	70	9W OR CT
26	4O	71	9X OR KY
27	4U	72	9Y OR CL
28	6A	73	9Z OR KZ
29	6E	74	OTHER 9 COG
30	6G	75	5L OR CM
31	6H	76	5M OR CU
32	6M	77	5N OR SJ
33	6O	78	5P OR SG
34	6U	79	OTHER 5 COG
35	6X	80	OTHER ALPHA/ALPHA
36	8A	81	ALL 5 COG 5R
37	8H	82	ALL 9 COG
38	8S	83	RETAIN OLA MAIN
39	8U	84	RTL OTHER OLA/GSA
40	1R	85	RTL OTHER SERVICE
41	5R		
42	2R		
43	4R		
44	1Z		
45	6R		

NOTE - ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED
NOTE - * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER		SIMPLIFYING VARIABLE #3 TRANS MODE
1	**	ALL MODES
2	**	AIR
3		AIR LESS MAIL
4		AIR (TCMD)
5		AIR (GBL)
6		AIR (MAIL)
7		AIR (1348-1)
8	**	SURFACE
9		OCEAN BREAK BULK
10		LAND LESS MAIL
11	**	LOCAL DELIVERY
17		A (TRUCK,TL)
18		B (TRUCK,LTL)
19		C (VAN)
20		D (DRIVEAWAY)
21		E (BUSLINE)
22		F (MAC)
23		G (SURFACE PP)
24		H (AIR PP)
25		I (GOVT TRUCK)
26		J (SM PKG CARR)
27		K (RAIL,CL)
28		L (RAIL,LCL)
29		M (FRGHT FWDER)
30		N (LOGAIR)
31		O (ORG MIL AIR)
32		P (THRU B OF L)
33		Q (AIR FREIGHT)
34		R (AIR EXPRESS)
35		S (AIR CHARTER)
36		T (AIR FRHT FWD)
37		U (QUICKTRANS)
38		V (SEAVAN)
39		W (COMM WATER)
40		X (CUST PICK-UP)
41		Y (INTRA AIRLIFT)
42		Z (MSC)
43		2 (GOVT WATER)
44		3 (ROLL ON/OFF)
45		4 (COURIER SERV)
46		5 (UPS)
47		6 (MOM)
48		7 (WEAPS POUCH)
49		8 (PIPELINE)
50		9 (LOCAL DEL)

NOTE: ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE: * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER		STRATIFYING VARIABLE #4 IPG
1	**	ALL IPGS
2	**	I
3	**	II
4	**	III
5	**	CASREP
6		NMCS
7		NON CASREP/NMCS
8	**	I CASREP
9	**	II CASREP
10	**	III CASREP
11		I NMCS
12		II NMCS
13		III NMCS
14		I NON-CAS/NMCS
15		II NON-CAS/NMCS
16		III NON-CAS/NMCS
17		I + II

NOTE ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE: * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER	STRATIFYING VARIABLE #5 TYPE ISSUE	CATEGORY NUMBER	STRATIFYING VARIABLE #5 TYPE ISSUE
1	ALL	46	REF II PN-PN
2	ALL IMMED ISSUES		
3	ALL BACKORDERS		
4	STK PT IMM ISSUE		
5	STK PT BACKORDER		
6	POE IMMED ISSUES		
7	ALL REFERRALS		
8	REF IMMED ISSUES		
9	REF BACKORDERS		
10	REF II STK PT BO		
11	REF II NOT SP BO		
12	POE II STK PT BO		
13	ALL NSN		
14	ALL II NSN		
15	ALL BO NSN		
16	STK PT II NSN		
17	STK PT BO NSN		
18	POE II NSN		
19	ALL REF NSN		
20	REF II NSN		
21	REF BO NSN		
22	REF II SP BO NSN		
23	REF II SP II NSN		
24	POE II SP BO NSN		
25	ALL PI NO		
26	ALL II PI NO		
27	ALL BO PI NO		
28	SP II PI NO		
29	SP BO PI NO		
30	POE II PI NO		
31	ALL REF PI NO		
32	REF II PI NO		
33	REF BO PI NO		
34	REF II SP BO PN		
35	REF II SP II PN		
36	POE II SP BO PN		
37	ALL PN-NSN		
38	ALL II PN-NSN		
39	ALL BO PN NSN		
40	POE II PN-NSN		
41	REF II PN NSN		
42	ALL PN-PN		
43	ALL II PN PN		
44	ALL BO PN PN		
45	POE II PN PN		

CATEGORY NUMBER	STRATIFYING VARIABLE #6A AREA
1	ALL
2	ATLANTIC
3	PACIFIC
4	CONUS-ALL
5	CONUS-EAST/GULF
6	CONUS-WEST
7	O/S-ALL AREAS
8	O/S UMMIPS AREA 1
9	O/S UMMIPS AREA 2
10	O/S UMMIPS AREA 3
14	CONUS EAST
15	CONUS GULF
16	CONUS CALIFORNIA
17	CONUS NORTHWEST
18	NORTH/WEST ATLANTIC
19	CARIBBEAN
20	SOUTH ATLANTIC
21	NO EUROPE-NW AFRICA
22	MEDITERRANEAN
23	RED SEA-PERSIAN GULF
24	EAST PACIFIC-NO AMERIC
25	EAST PACIFIC SO AMERIC
26	MIDDLE PACIFIC
27	HAWAII
28	WESTERN PACIFIC
29	INDIAN OCEAN
30	JAPAN KOREA OKINAWA
31	PHILIPPINES
32	NORTH PACIFIC

NOTE: ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE: * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER		STRATIFYING VARIABLE #6B FLEET
1	**	ALL
2		ALL ATLANTIC
3		ALL PACIFIC
4		ATLANTIC FLEET
5		PACIFIC FLEET
6	**	DEPLOYED
7	**	NONDEPLOYED
8	**	2ND FLEET
9	**	6TH FLEET
10	**	3RD FLEET
11	**	7TH FLEET
12		MARINE AIR GROUPS
13		MAGS EAST
14		MAGS WEST
15		SIMAS
16		CV/LPH/LHA ALL
17		CV/LPH/LHA 2ND FLEET
18		CV/LPH/LHA 6TH FLEET
19		CV/LPH/LHA 3RD FLEET
20		CV/LPH/LHA 7TH FLEET
29		AFS ALL
30		AFS 2ND FLEET
31		AFS 6TH FLEET
32		AFS 3RD FLEET
33		AFS 7TH FLEET
42		AD/AR ALL
43		AD/AR 2ND FLEET
44		AD/AR 6TH FLEET
45		AD/AR 3RD FLEET
46		AD/AR 7TH FLEET
55		AS/ASFBM ALL
56		AS/ASFBM 2ND FLEET
57		AS/ASFBM 6TH FLEET
58		AS/ASFBM 3RD FLEET
59		AS/ASFBM 7TH FLEET

NOTE ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER		STRATIFYING VARIABLE #6C CONSIGNEE	CATEGORY NUMBER	STRATIFYING VARIABLE #6C CONSIGNEE	CATEGORY NUMBER	STRATIFYING VARIABLE #6C CONSIGNEE
1	**	ALL CONSIGNEES	46	AFS 8 SIRIUS	91	AS 34 CANOPUS
2		SHORE STATIONS	47	AD 18 SIERRA	92	AS 39 EMORY LAND
3		SUADPS CUSTOMERS	48	AD 19 YOSEMITE	93	AS 31 HUNLEY
4	**	ATLANTIC SHIPS	49	AD 38 PUGET SOUND	94	AS 37 DIXON
5	**	PACIFIC SHIPS	50	AD 41 YELLOWSTONE	95	AS 19 PROTEUS
6		SUADPS SURFLANT	51	AD 44 SHENANDOAH	96	AS 41 MCKEE
7		SUADPS SURFPAC	52	AD 17 PIEDMONT	97	MAG 12 IWAKUNI
8		AIRLANT CVS	53	AR 15 VULCAN	98	MAG 15 IWAKUNI
9		AIRPAC CVS	54	LHA 5 PELELIU	99	MAG 36 OKINAWA
10		SUBLANT AS	55	LPH 10 TRIPOLI	100	MAG 14 CHERRY PNT
11		SUBPAC AS	56	LPH 11 NEW ORLENS	101	MAG 26 JAX NC
12		1ST MAW	57	LPH 3 OKINAWA	102	MAG 29 JAX NC
13		2ND MAW	58	LHA 1 TARAWA	103	MAG 31 BEAUFORT
14		3RD MAW	59	LHA 3 BELLEAU WD	104	MAG 32 CHERRY PNT
15		SIMAS	60	AFS 1 MARS	105	MAG 11 SANTA ANA
16		LANT LHA/LPH	61	AFS 3 NIAGRA FALS	106	MAG 13 SANTA ANA
17		PAC LHA/LPH	62	AFS 4 WHITE PLAIN	107	MAG 16 TUSTIN
18		LANT AFS	63	AFS 7 SAN JOSE	108	MAG 24 KANEOHE BY
19		PAC AFS	64	AD 15 PRAIRIE	109	MAG 39 CMP PNDLTN
20		LANT AD	65	AD 37 SAM GOMPERS	110	SIMA PEARL HARBOR
21		PAC AD	66	AD 42 ACADIAENCE	111	SIMA SAN DIEGO
22		LANT AR	67	AD 43 CAPE COD	112	SIMA CHARLESTON
23		PAC AR	68	AR 6 AJAX	113	NSC NORFOLK
24		ALL CV/CVN SHIPS	69	AR 7 HECTOR	114	NSC OAKLAND
25		ALL LPH/LHA SHIPS	70	AR 8 JASON	115	NSC SAN DIEGO
26		SHADPS AFS SHIPS	71	CV 59 FORRESTAL	116	NSC PUGET SOUND
27		SUADPS AD SHIPS	72	CV 60 SARATOGA	117	NSC PEARL HARBOR
28		SUADPS AR SHIPS	73	CV 62 INDEPENDENC	118	NSC CHARLESTON
29		MARINE AIR WINGS	74	CV 66 AMERICA	119	NSC JACKSONVILLE
30		NAVAL SUPPLY CTRS	75	CV 67 KENNEDY	120	NAS NORFOLK
31		NAVAL AIR STATION	76	CVN 68 NIMITZ	121	NAS PENSACOLA
32		PACIFI SUP DEPOTS	77	CVN 69 EISENHOWER	122	NAS JACKSONVILLE
33		MAR CORP AIR STNS	78	CV 43 CORAL SEA	123	NAS KEY WEST
34		NAVAL SHIPYARDS	79	CV 41 MIDWAY	124	NAS CORPUS CHRSTI
35		CONSTR BATT CTRS	80	CV 61 RANGER	125	NAS ALAMEDA
36		MISCELLANEOUS	81	CV 63 KITTY HAWK	126	NAS NORTH ISLAND
37		LHA 2 SAIPAN	82	CV 64 CONSTELLATN	127	NAS MOFFETT FIELD
38		LHA 4 NASSAU	83	CVN 65 ENTERPRISE	128	NAS BARBERS POINT
39		LPH 9 GUAM	84	CVN 70 CARL VINSN	129	NAS WHIDBEY ISLAN
40		LPH 2 IWO JIMA	85	AS 11 FULTON	130	NAS MEMPHIS
41		LPH 7 GUADALCANAL	86	AS 18 ORION	131	NAS BRUNSWICK
42		LPH 12 INCHON	87	AS 36 L. Y. SPEAR	132	NAS OCEANA
43		AFS 2 SYLVANIA	88	AS 40 FRANK CABLE	133	NAS CECIL FIELD
44		AFS 5 CONCORD	89	AS 32 HOLLAND	134	NAS MIRAMAR
45		AFS 6 SAN DIEGO	90	AS 33 SIMON LAKE	135	NAS LEMOORE

CATEGORY NUMBER	STRATIFYING VARIABLE #SC CONSIGNEE
136	NAS LAKEHURST
137	NSD SUBIC BAY
138	NSD GUAM
139	NSD YOKOSUKA
140	MCAS CHERRY POINT
141	MCAS EL TORO
142	MCAS YUMA
143	NSY PORTSMOUTH
144	NSY PHILADELPHIA
145	CBC PORT HUENEME
146	CBC GULFPORT
147	CNAVRES NEW ORLNS
148	NTC GREAT LAKES
149	NSB NEW LONDON
150	NATC PATUXENT RVR
151	PMTC POINT MUGU
152	NPFC PHILADELPHIA
153	NAVDIS WASH DC
154	NWSC CRANE
155	NUWES KEYPORT
156	NWS YORKTOWN
157	NS ROTA
158	NARF ALAMEDA
159	NARF JACKSONVILLE
160	NARF NORFOLK
161	NARF NORTH IS
162	NARF PENSACOLA
163	NARF CHERRY PT
164	NARF TOTAL
165	NAS GUAM (AGANA)
166	NAS SIGONELLA

NOTE ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER	STRATIFYING VARIABLE # 7 HOLD CODE
1	ALL HOLD CODES
2	MAN GENERATED
3	DIVERSION DELAY
4	UNFORSEEN
5	BLANK
6	A = SHPMT CONSOL
7	B = CARRIER EQUIP
8	C = TRAF RELEASE
9	D = MODE DIVERSIN
10	E = CHAL, NO DIVR
11	F = EMBARGO
12	G= STRIKE, RIOT
13	H= ACT OF GOD
14	J= CUST CANCEL
15	K = DIV AIR TO SR
16	L= CUS REQ DELAY
17	M= DESTIN DELAY
18	Z = HELD LT 24 HR

NOTE ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER	STRATIFYING VARIABLE # 8 REFRNG ACTY	CATEGORY NUMBER	STRATIFYING VARIABLE # 8 REFRNG ACTY
1	ALL RONS	46	ALL AIR FORCE
2	NONPEFERRALS		
3	ALL REFRNG ACTY		
4	NSC JKSONVILLE		
5	ALL NAVY		
6	ALL NAVY ICP		
7	ASD		
8	SPCC		
9	NPFC		
10	ALL NSC		
11	NSC SAN DIEGO		
12	NSC NORFOLK		
13	NSC OAKLAND		
14	NSC PEARL HRBR		
15	NSC CHARLESTON		
16	NSC PUGET SOUND		
17	ALL NSD		
18	NSD SUBIC BAY		
19	NSD GUAM		
20	NSD YOKOSUKA		
21	ALL NAS/MCAS		
22	NAS ALAMEDA		
23	NAS N ISLAND		
24	NAS JKSONVILLE		
25	NAS NORFOLK		
26	NAS PENSACOLA		
27	ALL INDUS ACTY		
28	NSY NORFOLK		
29	OTHER NAVY		
30	FMSO MECH PA		
31	NAVC PATUXENT		
32	AMDLANT NORFOLK		
33	COMNAVAIRPAC		
34	NAVLG CIRSYSCOM		
35	AV MAT OFFICE		
36	DEFENSE DEPOTS		
37	DCSC		
38	DESC		
39	DGSC		
40	DISC		
41	DPSC (MEDICAL)		
42	DPSC (CLOTHING)		
43	DLA OTHER		
44	OTHER SERVICE		
45	ALL ARMY		

NOTE ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE. * = DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER	STRATIFYING VARIABLE # 9 PT OF ENTRY	CATEGORY NUMBER	STRATIFYING VARIABLE # 9 PT OF ENTRY
1	ALL PT OF ENTRY	49	DPSC (MEDICAL)
5	ALL NAVY	50	DPSC (CLOTHING)
6	ALL NAVY ICP	51	DLA OTHER
7	ASO	52	OTHER SERVICE
8	SPCC	53	ALL ARMY
9	NPFC	54	ALL AIR FORCE
10	ALL NSC	55	NAS MOFF FLD
11	NSC SAN DIEGO	56	NATC PAX RVR
12	NSC NORFOLK	57	NAS MIRAMAR
13	NSC OAKLAND	58	CBC PT HUENEME
14	NSC PEARL HRBR	59	CBC GULFPORT
15	NSC CHARLESTON	60	MCAS YUMA
16	NSC PUGET SOUND	61	PMTC PT MUGU
17	ALL NSO	62	NSC JACKSONVILL
18	NSD SUBIC BAY		
19	NSD GUAM		
20	NSD YOKOSUKA		
21	ALL NAS/MCAS		
22	NAS ALAMEDA		
23	NAS N ISLAND		
24	NAS JKSONVILLE		
25	MCAS EL TORO		
26	NAS NORFOLK		
27	NAS PENSACOLA		
28	NAS BARBERS PT		
29	NAS CRPS CRSTI		
30	NAS WHIDBEY IS		
31	NAS OCEANA		
32	NAS CECIL FIELD		
33	NAS LEMOORE		
34	MCAS CHERRY PT		
35	ALL INDUS ACTY		
36	NSY PORTSMOUTH		
37	NSY PHILDELPHIA		
38	NSY NORFOLK		
39	OTHER NAVY		
40	NSB NEW LONDON		
41	MAR BRG KANEOHE BAY		
42	AMCLANT NORFOLK		
43	COMNAVAIRPAC		
44	ALL DLA		
45	DCSC		
46	DESC		
47	DGSC		
48	DISC		

NOTE: ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.
NOTE: * - DEFAULT PRINT CATEGORY. ** = SPECIALLY REQUESTED PRINT CATEGORY.

CATEGORY NUMBER	STRATIFYING VARIABLE #10 LEG
1	SUBMISSION TIME
2	DATE RECD POE TO DATE RECD ISP
3	DATE RECD POE TO DATE RECD DSC
4	DATE RECD DSC TO MRO TRANS DATE
5	DATE RECD POE TO MRO TRANS DATE
6	MRO TRANS DATE TO DATE RECD ISP
7	ISP TO DSHIP (ALL RQNS)
8	ISP TO SUP ACT DATE (ALL RQNS)
9	ISP TO DSHIP (RQNS W/BLNK DODF)
10	ISP TO DDFF (RQNS W/DDFF)
11	MRO TO DSHIP
12	MRO TO DOFF (RQNS W/DDFF)
13	DOFF TO SHIP (RQNS W/DOFF)
14	TRANSPORTATION TIME (ALL RQNS)
15	TOTAL REQUISITION RESPONSE TIME
16	TRANSPORTATION TIME (W/DMR08)
17	RECEIPT TAKE-UP TIME (W/DMR08)
18	CUSTOMER WAITING TIME

RRIMIS II TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= ALL
CONSIGNEE= ALL CONSIGNEES

	NUMBER OF RQNS	AVERAGE QR MEAN VALUE	STANDRQ DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRQ	% RQNS WITHIN UMMIPS	% CHANGE IN MEAN: LAST QTR TO QTR	SAME QTR LAST YR AGO TO THIS QTR	FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	302,101	29.3	22.4	23.1	39.6	0/ 99	N/A	12.5%	8% UP	10% UP	5% UP
IPG= I	28,060	22.4	19.8	16.8	28.2	0/ 99	N/A	11.5%	8% DN	2% UP	5% DN
IPG= II	161,480	31.8	22.8	26.0	42.0	0/ 99	N/A	4.9%	14% UP	20% UP	13% UP
IPG= III	107,445	26.7	21.7	19.9	36.9	0/ 99	N/A	24.3%	4% UP	3% UP	2% DN
IPG= CASREP	295	32.5	23.6	23.1	45.7	1/ 97	N/A	1.7%	17% DN	ND CHG	13% DN
IPG= I CASREP	248	32.5	23.4	22.9	46.7	1/ 97	N/A	1.6%	9% DN	19% UP	8% DN
IPG= II CASREP	47	32.5	24.9	25.0	41.1	2/ 94	N/A	2.1%	9% DN	N/A	12% UP
TRANS MODE= AIR											
IPG= ALL IPGS	117,641	30.1	20.4	25.2	38.2	0/ 99	N/A	2.1%	8% UP	7% UP	6% UP
IPG= I	17,571	24.4	19.6	19.3	29.8	0/ 99	N/A	4.5%	2% UP	5% UP	ND CHG
IPG= II	82,406	31.0	20.3	26.3	39.0	0/ 99	N/A	1.7%	12% UP	11% UP	9% UP
IPG= III	14,242	27.8	18.7	24.1	34.1	0/ 99	N/A	1.9%	3% DN	16% DN	8% DN
IPG= CASREP	240	32.0	23.4	22.2	45.1	1/ 94	N/A	.8%	11% DN	2% UP	6% DN
IPG= I CASREP	202	31.9	22.9	22.0	45.2	1/ 94	N/A	.5%	10% DN	12% UP	9% DN
IPG= II CASREP	38	32.8	26.5	23.8	44.2	2/ 94	N/A	2.6%	3% UP	N/A	22% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	58,198	33.7	24.4	26.7	49.0	0/ 99	N/A	29.7%	1% UP	13% UP	3% UP
IPG= I	2,753	16.8	16.8	11.2	20.8	0/ 99	N/A	39.8%	49% DN	1% DN	30% DN
IPG= II	17,363	37.6	26.6	30.1	57.1	0/ 99	N/A	20.2%	5% UP	25% UP	8% UP
IPG= III	37,760	33.0	23.3	25.5	48.3	0/ 99	N/A	33.3%	3% UP	13% UP	5% UP
IPG= CASREP	6	20.0	11.7	19.5	24.2	2/ 38	N/A	33.3%	18% UP	N/A	18% UP
IPG= I CASREP	5	19.2	12.9	18.0	24.2	2/ 38	N/A	40.0%	13% UP	N/A	13% UP
IPG= II CASREP	1	24.0	.0	24.0	24.0	24/ 24	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	118,189	27.0	22.9	19.5	37.7	0/ 99	N/A	13.5%	11% UP	10% UP	6% UP
IPG= I	6,366	21.6	21.4	14.2	28.6	0/ 99	N/A	12.2%	7% DN	4% UP	4% DN
IPG= II	57,712	31.6	24.4	24.3	44.4	0/ 99	N/A	3.6%	19% UP	35% UP	22% UP
IPG= III	52,755	22.5	20.2	15.4	28.8	0/ 99	N/A	23.9%	3% UP	2% DN	8% DN
IPG= CASREP	49	36.6	24.7	26.1	58.0	2/ 97	N/A	2.0%	30% DN	2% UP	22% DN
IPG= I CASREP	41	37.5	25.9	25.2	62.0	2/ 97	N/A	2.4%	4% DN	200% UP	14% DN
IPG= II CASREP	8	32.0	18.5	28.0	38.0	8/ 69	N/A	N/A	32% DN	N/A	10% DN
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	199,026	31.6	22.1	25.3	42.7	0/ 99	N/A	10.0%	15% UP	8% UP	9% UP
IPG= I	14,177	27.6	21.2	21.6	34.2	0/ 99	N/A	4.6%	3% UP	2% DN	2% DN
IPG= II	108,366	32.8	22.2	27.1	43.1	0/ 99	N/A	2.3%	18% UP	13% UP	13% UP
IPG= III	72,021	30.0	21.8	23.4	42.2	0/ 99	N/A	22.3%	14% UP	8% UP	4% UP
IPG= CASREP	215	34.6	24.0	25.2	50.7	1/ 97	N/A	1.4%	14% DN	1% UP	10% DN
IPG= I CASREP	186	34.8	24.1	25.1	51.6	1/ 97	N/A	1.6%	ND CHG	25% UP	1% UP
IPG= II CASREP	29	33.9	23.9	26.3	42.4	7/ 94	N/A	N/A	24% DN	N/A	6% DN
TRANS MODE= AIR											
IPG= ALL IPGS	78,773	31.0	20.1	26.0	39.0	0/ 99	N/A	1.2%	16% UP	5% UP	9% UP
IPG= I	9,804	28.1	21.1	21.8	34.4	0/ 99	N/A	2.3%	18% UP	4% UP	7% UP
IPG= II	53,183	31.5	19.9	26.8	39.1	0/ 99	N/A	.9%	21% UP	10% UP	12% UP

RRIMIS II: TRANSPORTATION TIME REPORT - FOR FLEETS

FLEET= ALL
CONSIGNEE= ALL CONSIGNEES

	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	% CHANGE IN MEAN LAST QTR TO THIS QTR	% CHANGE IN MEAN SAME QTR YR AGO TO THIS QTR	% CHANGE IN MEAN LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= III	12,832	27.5	18.6	24.0	33.5	0/ 99	N/A	2.0%	3% DN	17% DN	9% DN
IPG= CASREP	164	34.4	23.8	25.2	50.5	1/ 94	N/A	.6%	6% DN	3% UP	2% DN
IPG= I CASREP	143	34.3	23.5	25.4	50.7	1/ 94	N/A	.7%	1% DN	16% UP	2% UP
IPG= II CASREP	21	34.6	26.0	24.2	44.9	7/ 94	N/A	N/A	20% DN	N/A	4% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	28,107	36.4	23.6	29.7	53.7	0/ 99	N/A	37.1%	24% UP	19% UP	22% UP
IPG= I	551	26.0	22.6	19.0	36.3	0/ 99	N/A	50.5%	9% UP	30% UP	18% UP
IPG= II	4,466	36.7	23.3	31.5	48.2	0/ 99	N/A	21.8%	17% UP	NO CHG	14% UP
IPG= III	22,810	36.5	23.6	29.4	54.5	0/ 99	N/A	39.8%	26% UP	26% UP	24% UP
IPG= CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
IPG= I CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	91,541	30.8	23.0	23.7	43.0	0/ 99	N/A	9.0%	12% UP	8% UP	5% UP
IPG= I	3,634	27.4	21.2	21.8	34.3	0/ 99	N/A	2.5%	33% DN	23% DN	32% DN
IPG= II	50,389	33.8	24.3	27.0	46.7	0/ 99	N/A	2.0%	16% UP	20% UP	15% UP
IPG= III	36,304	26.9	20.8	20.5	37.7	0/ 99	N/A	18.5%	8% UP	3% UP	5% DN
IPG= CASREP	49	36.6	24.7	26.1	58.0	2/ 97	N/A	2.0%	30% DN	2% UP	22% DN
IPG= I CASREP	41	37.5	25.9	25.2	62.0	2/ 97	N/A	2.4%	4% DN	200% UP	14% DN
IPG= II CASREP	8	32.0	18.5	28.0	38.0	8/ 69	N/A	N/A	32% DN	N/A	10% DN
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	235,389	29.6	22.5	23.3	40.4	0/ 99	N/A	12.2%	16% UP	11% UP	10% UP
IPG= I	18,448	25.2	21.5	19.0	32.0	0/ 99	N/A	8.5%	9% UP	5% UP	4% UP
IPG= II	121,143	32.0	22.7	26.1	42.6	0/ 99	N/A	3.5%	21% UP	21% UP	18% UP
IPG= III	90,682	26.7	21.7	19.8	37.1	0/ 99	N/A	24.6%	9% UP	5% UP	1% UP
IPG= CASREP	218	35.0	24.2	25.3	51.5	1/ 97	N/A	1.4%	13% DN	2% UP	10% DN
IPG= I CASREP	188	35.0	24.3	25.1	51.9	1/ 97	N/A	1.6%	1% UP	26% UP	2% UP
IPG= II CASREP	30	35.1	24.4	27.2	44.2	7/ 94	N/A	N/A	21% DN	N/A	3% DN
TRANS MODE= AIR											
IPG= ALL IPGS	84,838	31.2	20.7	26.1	39.5	0/ 99	N/A	1.5%	18% UP	8% UP	11% UP
IPG= I	10,830	27.8	21.2	21.5	34.3	0/ 99	N/A	2.5%	18% UP	4% UP	8% UP
IPG= II	57,554	31.7	20.6	26.8	39.7	0/ 99	N/A	1.2%	24% UP	13% UP	15% UP
IPG= III	13,032	27.7	18.7	24.1	33.9	0/ 99	N/A	2.0%	2% DN	16% DN	8% DN
IPG= CASREP	167	34.8	24.1	25.4	51.4	1/ 94	N/A	.6%	4% DN	4% UP	NO CHG
IPG= I CASREP	145	34.6	23.9	25.4	51.1	1/ 94	N/A	.7%	NO CHG	17% UP	3% UP
IPG= II CASREP	22	36.2	26.5	25.5	55.5	7/ 94	N/A	N/A	16% DN	N/A	NO CHG
TRANS MODE= SURFACE											
IPG= ALL IPGS	31,487	35.1	23.8	28.1	52.1	0/ 99	N/A	35.7%	20% UP	15% UP	18% UP
IPG= I	905	23.4	21.9	15.3	30.6	0/ 99	N/A	43.1%	4% UP	28% UP	15% UP
IPG= II	5,577	36.3	24.0	30.6	49.1	0/ 99	N/A	23.8%	17% UP	2% UP	14% UP
IPG= III	24,683	35.1	23.6	27.5	53.0	0/ 99	N/A	38.1%	21% UP	21% UP	20% UP
IPG= CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
IPG= I CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A

INPUT FILE= RRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

CODE (1, 1, ,)
DATE 09/11/85

FLEET= ALL
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RDNS	AVERAGE DR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RDNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	117,826	27.0	22.9	19.5	37.7	0/ 99	N/A	13.6%	11% UP	10% UP	6% UP
IPG= I	6,350	21.6	21.4	14.2	28.6	0/ 99	N/A	12.2%	7% DN	3% UP	4% DN
IPG= II	57,366	31.7	24.4	24.4	44.6	0/ 99	N/A	3.6%	19% UP	36% UP	22% UP
IPG= III	52,754	22.5	20.2	15.4	28.8	0/ 99	N/A	23.9%	3% UP	2% DN	8% DN
IPG= CASREP	49	36.6	24.7	26.1	58.0	2/ 97	N/A	2.0%	30% DN	2% UP	22% DN
IPG= I CASREP	41	37.5	25.9	25.2	62.0	2/ 97	N/A	2.4%	4% DN	200% UP	14% DN
IPG= II CASREP	8	32.0	18.5	28.0	38.0	8/ 69	N/A	N/A	32% DN	N/A	10% ON

RRTMIS II. TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET- ALL
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANORD	% RONS WITHIN UMMIPS	LAST QTR TO QTR THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT- ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	156,104	33.7	22.6	27.4	44.6	0/ 99	N/A	7.8%	10% UP	14% UP	6% UP
IPG= I	7,079	31.2	20.2	25.2	37.6	3/ 99	N/A	1.4%	5% ON	2% UP	14% DN
IPG= II	93,040	35.3	22.8	29.1	45.7	0/ 99	N/A	1.6%	13% UP	19% UP	11% UP
IPG= III	53,415	30.6	22.1	23.6	42.9	0/ 99	N/A	19.1%	7% UP	11% UP	1% UP
IPG= CASREP	93	31.4	24.7	21.7	48.4	4/ 93	N/A	1.1%	14% DN	3% DN	15% DN
IPG= I CASREP	72	33.2	25.4	22.4	52.2	4/ 93	N/A	1.4%	11% DN	8% UP	10% DN
IPG= II CASREP	21	25.4	21.8	20.0	25.2	5/ 77	N/A	N/A	17% DN	N/A	2% UP
TRANS MODE= AIR											
IPG= ALL IPGS	64,731	31.5	20.2	26.6	39.1	0/ 99	N/A	.7%	3% UP	5% UP	3% ON
IPG= I	5,467	30.2	18.7	24.9	35.8	3/ 99	N/A	N/A	2% ON	6% UP	12% DN
IPG= II	48,797	32.4	20.1	27.5	39.8	0/ 99	N/A	.4%	4% UP	6% UP	2% DN
IPG= III	8,645	24.3	19.3	19.0	31.0	0/ 99	N/A	3.0%	16% UP	8% DN	12% DN
IPG= CASREP	68	29.5	24.5	19.7	44.2	4/ 93	N/A	N/A	19% DN	1% UP	14% ON
IPG= I CASREP	51	31.5	25.3	20.2	50.9	4/ 93	N/A	N/A	16% DN	9% DN	15% DN
IPG= II CASREP	17	23.5	21.6	19.0	25.1	5/ 77	3	.0%	68% UP	N/A	47% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	25,691	41.0	24.9	32.9	61.1	0/ 99	N/A	22.6%	6% UP	28% UP	9% UP
IPG= I	202	28.9	16.5	23.6	34.2	5/ 98	N/A	45.5%	28% DN	24% DN	5% DN
IPG= II	8,495	49.5	26.2	42.7	75.7	1/ 99	N/A	11.8%	8% UP	40% UP	16% UP
IPG= III	16,940	36.8	23.1	29.0	52.4	0/ 99	N/A	27.8%	2% UP	22% UP	4% UP
IPG= CASREP	3	19.3	4.0	18.0	21.5	17/ 24	N/A	33.3%	N/A	N/A	N/A
IPG= I CASREP	2	17.0	.0	17.0	17.0	17/ 17	N/A	50.0%	N/A	N/A	N/A
IPG= II CASREP	1	24.0	.0	24.0	24.0	24/ 24	.6	0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	64,313	32.6	23.1	25.6	45.1	0/ 99	N/A	8.9%	17% UP	15% UP	12% UP
IPG= I	1,388	35.4	25.5	29.2	47.1	4/ 99	N/A	.1%	17% DN	8% DN	16% ON
IPG= II	34,750	35.5	23.9	29.7	47.7	0/ 99	N/A	.8%	22% UP	34% UP	25% UP
IPG= III	27,481	28.7	21.3	22.0	41.2	0/ 99	N/A	18.7%	11% UP	9% UP	2% UP
IPG= CASREP	22	39.1	25.8	24.4	64.2	10/ 92	N/A	N/A	5% DN	9% UP	16% DN
IPG= I CASREP	19	39.5	26.2	24.6	64.7	10/ 92	N/A	N/A	N/A	216% UP	2% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% ON	N/A	9% DN
ISSUE STK PT- NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	124,114	32.2	22.0	25.8	43.0	0/ 99	N/A	7.9%	14% UP	12% UP	7% UP
IPG= I	5,242	32.5	21.0	26.3	39.2	3/ 99	N/A	.7%	NO CHG	NO CHG	12% DN
IPG= II	70,531	33.6	22.1	27.8	43.8	0/ 99	N/A	1.0%	16% UP	15% UP	12% UP
IPG= III	46,117	29.5	21.9	22.4	41.3	0/ 99	N/A	19.1%	12% UP	12% UP	3% UP
IPG= CASREP	67	33.0	25.5	22.3	51.3	4/ 93	N/A	N/A	11% DN	13% DN	15% DN
IPG= I CASREP	57	33.7	25.9	22.8	53.0	4/ 93	N/A	N/A	7% ON	4% UP	4% ON
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% DN	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	47,104	30.8	20.0	25.9	38.4	0/ 99	N/A	.8%	10% UP	3% UP	1% ON
IPG= I	3,790	31.7	19.4	25.8	37.2	3/ 99	N/A	N/A	9% UP	6% UP	8% DN
IPG= II	34,167	31.8	19.8	26.9	39.2	0/ 99	N/A	.4%	11% UP	4% UP	1% UP

* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

FLEET= ALL
CONSIGNEE= ATLANTIC SHIPS

	NUMBER OF RQNS	AVERAGE DR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR THIS QTR	% CHANGE IN MEAN: SAME QTR YR AGO TD QTR THIS QTR	% CHANGE IN MEAN: LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= III	7,655	23.2	19.0	17.5	29.5	0/ 99	N/A	3.4%	17% UP	12% DN	16% DN
IPG= CASREP	44	30.3	25.3	19.8	44.2	4/ 93	N/A	N/A	18% QN	42% DN	14% DN
IPG= I CASREP	37	31.2	25.8	20.0	49.2	4/ 93	N/A	N/A	14% QN	41% DN	11% QN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	13,388	36.2	23.7	27.5	53.3	0/ 99	N/A	27.8%	12% UP	35% UP	14% UP
IPG= I	84	35.0	16.5	29.1	51.1	10/ 87	N/A	39.3%	10% DN	12% DN	33% UP
IPG= II	2,069	37.0	24.5	29.2	52.6	1/ 99	N/A	12.8%	18% QN	6% UP	2% DN
IPG= III	11,193	36.0	23.6	27.0	53.5	0/ 99	N/A	30.4%	17% UP	38% UP	16% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	63,479	32.3	22.9	25.3	44.6	0/ 99	N/A	9.0%	17% UP	14% UP	12% UP
IPG= I	1,360	34.6	25.0	28.5	45.8	4/ 99	N/A	.1%	21% DN	10% DN	20% DN
IPG= II	34,183	35.2	23.8	29.5	47.2	0/ 99	N/A	8%	22% UP	34% UP	25% UP
IPG= III	27,246	28.5	21.2	21.8	40.8	0/ 99	N/A	18.9%	11% UP	8% UP	1% UP
IPG= CASREP	22	39.1	25.8	24.4	64.2	10/ 92	N/A	N/A	5% DN	9% UP	16% DN
IPG= I CASREP	19	39.5	26.2	24.6	64.7	10/ 92	N/A	N/A	N/A	216% UP	2% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN
ISSUE SIK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	127,298	32.6	22.2	26.2	43.6	0/ 99	N/A	7.8%	14% UP	13% UP	8% UP
IPG= I	5,474	32.8	21.3	26.4	39.7	3/ 99	N/A	.7%	1% UP	2% UP	11% DN
IPG= II	72,581	34.0	22.3	28.1	44.4	0/ 99	N/A	1.0%	16% UP	16% UP	12% UP
IPG= III	46,673	29.7	22.0	22.6	41.7	0/ 99	N/A	19.0%	12% UP	13% UP	3% UP
IPG= CASREP	69	33.6	26.1	22.3	53.0	4/ 93	N/A	N/A	10% DN	12% DN	13% DN
IPG= I CASREP	59	34.4	26.5	22.8	54.7	4/ 93	N/A	N/A	5% DN	6% UP	3% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% QN	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	48,802	31.3	20.3	26.2	39.0	0/ 99	N/A	8%	11% UP	5% UP	1% UP
IPG= I	3,974	31.9	19.7	25.8	37.6	3/ 99	N/A	N/A	9% UP	7% UP	7% DN
IPG= II	35,271	32.2	20.1	27.1	39.7	0/ 99	N/A	4%	12% UP	5% UP	2% UP
IPG= III	7,735	23.5	19.2	17.7	29.9	0/ 99	N/A	3.3%	17% UP	11% DN	14% DN
IPG= CASREP	46	31.3	26.3	19.8	48.0	4/ 93	N/A	N/A	15% DN	40% DN	12% DN
IPG= I CASREP	39	32.3	26.9	20.0	51.3	4/ 93	N/A	N/A	11% DN	38% DN	8% DN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	13,875	36.6	23.8	27.9	54.0	0/ 99	N/A	27.4%	12% UP	35% UP	14% UP
IPG= I	95	34.1	17.4	28.2	49.7	10/ 87	N/A	34.7%	13% DN	26% DN	25% UP
IPG= II	2,330	38.5	24.9	30.6	56.1	1/ 99	N/A	12.7%	13% DN	8% UP	3% UP
IPG= III	11,396	36.1	23.6	27.2	53.6	0/ 99	N/A	30.3%	17% UP	37% UP	16% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A

INPUT FILE- RRIMIS
PERIODICITY- QUARTERLY
TIME PERIOD- OCT 1984 - DEC 1984

* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

CODE (1, 4, ,)
DATE 09/11/85

FLEET- ALL
CONSIGNEE- ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRO DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANORD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SYS PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	64,312	32.6	23.1	25.6	45.1	0/ 99	N/A	8.9%	17% UP	15% UP	12% UP
IPG= I	1,388	35.4	25.5	29.2	47.1	4/ 99	N/A	.1%	17% DN	8% DN	16% DN
IPG= II	34,749	35.5	23.9	29.7	47.7	0/ 99	N/A	.8%	22% UP	34% UP	25% UP
IPG= III	27,481	28.7	21.3	22.0	41.2	0/ 99	N/A	18.7%	11% UP	9% UP	2% UP
IPG= CASREP	22	39.1	25.8	24.4	64.2	10/ 92	N/A	N/A	5% DN	9% UP	16% DN
IPG= I CASREP	19	39.5	26.2	24.6	64.7	10/ 92	N/A	N/A		N/A	216% UP	2% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN		N/A	9% DN

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

CODE (1, 5, .)
DATE 09/11/85

FLEET= ALL
CONSIGNEE= PACIFIC SHIPS •

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RDNS	AVERAGE OR MEAN VALUE	STANDARD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDARD	% RDNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	67,473	35.1	22.2	28.6	47.4	0/ 99	N/A	7.1%	1% UP	5% ON	7% DN
IPG= I	7,851	27.9	19.5	22.1	32.4	0/ 99	N/A	2.1%	30% ON	32% ON	30% DN
IPG= II	38,090	35.2	22.4	29.3	46.4	0/ 99	N/A	3.2%	5% UP	2% ON	5% ON
IPG= III	19,406	36.5	22.1	29.3	51.0	0/ 99	N/A	16.2%	7% UP	3% UP	2% ON
IPG= CASREP	189	32.0	23.1	23.0	43.1	1/ 97	N/A	2.1%	26% ON	2% ON	15% DN
IPG= I CASREP	166	31.2	22.4	22.2	42.1	1/ 97	N/A	1.8%	4% UP	24% UP	4% DN
IPG= II CASREP	23	37.9	27.8	31.3	61.7	2/ 94	N/A	4.3%	7% ON	N/A	15% UP
TRANS MODE= AIR											
IPG= ALL IPGS	33,367	34.0	20.1	27.9	43.2	0/ 99	N/A	.4%	5% UP	11% ON	3% DN
IPG= I	5,462	29.3	20.3	22.4	34.5	1/ 99	N/A	.1%	NO CHG	31% ON	20% DN
IPG= II	21,207	34.1	20.5	28.7	42.9	0/ 99	N/A	6%	12% UP	2% ON	1% UP
IPG= III	5,238	33.9	15.9	28.0	40.0	4/ 99	N/A	.0%	1% ON	43% ON	11% ON
IPG= CASREP	162	31.7	22.9	22.2	43.0	1/ 94	N/A	1.2%	9% ON	3% ON	6% ON
IPG= I CASREP	142	30.5	21.8	21.3	41.4	1/ 94	N/A	.7%	8% UP	22% UP	NO CHG
IPG= II CASREP	20	40.3	28.9	33.8	65.5	2/ 94	N/A	5.0%	2% DN	N/A	18% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	12,474	43.4	22.9	38.9	60.1	0/ 99	N/A	26.5%	9% UP	8% UP	1% UP
IPG= I	313	30.9	21.4	23.2	37.9	2/ 97	N/A	44.7%	56% DN•	3% ON	44% ON
IPG= II	3,554	41.1	21.3	36.5	52.6	0/ 99	N/A	21.8%	5% UP	5% ON	7% DN
IPG= III	8,427	44.7	23.4	42.5	61.9	0/ 99	N/A	27.1%	20% UP	14% UP	9% UP
IPG= CASREP	3	20.7	18.0	23.0	36.2	2/ 38	6	33.3%	22% UP	N/A	22% UP
IPG= I CASREP	3	20.7	18.0	23.0	36.2	2/ 38	6	33.3%	22% UP	N/A	22% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	21,289	31.7	23.6	24.3	44.2	0/ 99	N/A	6.3%	8% DN	6% DN	13% DN
IPG= I	2,056	24.0	16.2	20.9	29.4	0/ 99	N/A	1.0%	48% ON	20% DN	46% DN
IPG= II	13,054	35.1	25.0	27.0	51.4	0/ 99	N/A	2.1%	1% DN	2% UP	6% DN
IPG= III	5,695	26.6	20.5	20.5	36.8	0/ 99	N/A	15.1%	16% ON	12% ON	23% ON
IPG= CASREP	24	35.0	25.2	28.8	50.5	2/ 97	N/A	4.2%	36% ON	N/A	25% DN
IPG= I CASREP	21	36.9	26.2	33.0	58.0	2/ 97	N/A	4.8%	6% DN	N/A	20% ON
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	52,368	35.5	22.5	29.3	48.5	0/ 99	N/A	7.4%	9% UP	1% ON	NO CHG
IPG= I	5,396	29.1	21.1	22.3	34.9	0/ 99	N/A	1.1%	10% DN	30% DN	21% ON
IPG= II	27,868	35.4	22.7	30.0	47.0	0/ 99	N/A	2.8%	13% UP	2% UP	2% UP
IPG= III	17,078	36.5	22.0	29.3	51.0	0/ 99	N/A	16.3%	11% UP	6% UP	2% UP
IPG= CASREP	135	34.1	23.6	26.6	47.7	1/ 97	N/A	2.2%	23% DN	8% UP	12% DN
IPG= I CASREP	119	33.9	23.3	25.8	47.7	1/ 97	N/A	2.5%	14% UP	28% UP	3% UP
IPG= II CASREP	16	35.7	26.3	28.8	49.2	8/ 94	N/A	N/A	17% DN	N/A	1% UP
TRANS MODE= AIR											
IPG= ALL IPGS	22,838	35.0	20.0	29.3	44.6	0/ 99	N/A	3%	15% UP	8% ON	3% UP
IPG= I	3,225	32.1	22.9	23.0	41.8	1/ 99	N/A	1%	25% UP	27% DN	9% DN
IPG= II	13,148	34.6	20.2	30.6	43.1	0/ 99	N/A	5%	26% UP	3% UP	9% UP
IPG= III	5,101	34.0	15.7	28.1	40.0	4/ 99	N/A	0%	NO CHG	43% DN	10% DN

• INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

FLEET: ALL
CONSIGNEE: PACIFIC SHIPS

	NUMBER OF RDNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RDNS WITHIN UMMIPS	% CHANGE IN MEAN LAST QTR TO THIS QTR	% CHANGE IN MEAN SAME QTR LAST YR TO THIS QTR	% CHANGE IN MEAN LAST FOUR QTRS TO THIS QTR
ISSUE SYS PT= NSC/NSD											
TRANS MODE= AIR											
IPG= CASREP	110	34.2	23.3	26.1	47.4	1/ 94	N/A	.9%	3% DN	8% UP	NO CHG
IPG= I CASREP	97	33.6	22.7	25.3	46.4	1/ 94	N/A	1.0%	23% UP	27% UP	9% UP
IPG= II CASREP	13	38.9	28.0	33.0	58.0	10/ 94	N/A	N/A	10% DN	N/A	4% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	8,316	46.4	22.4	43.7	62.6	1/ 99	N/A	29.8%	46% UP	21% UP	30% UP
IPG= I	97	41.9	26.5	30.1	58.9	2/ 97	N/A	37.1%	89% UP*	32% UP	30% UP
IPG= II	1,762	43.6	19.9	39.5	53.0	4/ 99	N/A	23.7%	59% UP*	12% UP	31% UP
IPG= III	6,281	47.2	22.9	47.6	63.7	1/ 99	N/A	30.6%	42% UP	23% UP	27% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	21,152	31.7	23.6	24.3	44.3	0/ 99	N/A	6.3%	8% DN	6% DN	12% DN
IPG= I	2,056	24.0	16.2	20.9	29.4	0/ 99	N/A	1.0%	48% DN	20% DN	46% DN
IPG= II	12,938	35.1	25.1	26.9	51.8	0/ 99	N/A	2.1%	1% DN	2% UP	6% DN
IPG= III	5,674	26.6	20.4	20.5	36.8	0/ 99	N/A	15.0%	16% DN	12% DN	23% DN
IPG= CASREP	24	35.0	25.2	28.8	50.5	2/ 97	N/A	4.2%	36% DN	N/A	25% DN
IPG= I CASREP	21	36.9	26.2	33.0	58.0	2/ 97	N/A	4.8%	6% DN	N/A	20% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN
ISSUE SYS PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	54,277	36.1	22.8	29.7	49.8	0/ 99	N/A	7.3%	11% UP	NO CHG	2% UP
IPG= I	5,556	29.3	21.2	22.4	35.2	0/ 99	N/A	1.1%	9% DN	30% DN	20% DN
IPG= II	29,389	36.5	23.2	30.9	49.5	0/ 99	N/A	2.7%	17% UP	5% UP	5% UP
IPG= III	17,206	36.5	22.0	29.3	51.1	0/ 99	N/A	16.2%	11% UP	6% UP	2% UP
IPG= CASREP	136	34.4	23.7	26.9	48.5	1/ 97	N/A	2.2%	22% DN	9% UP	11% DN
IPG= I CASREP	119	33.9	23.3	25.8	47.7	1/ 97	N/A	2.5%	14% UP	28% UP	3% UP
IPG= II CASREP	17	37.8	26.8	29.7	58.0	8/ 94	N/A	N/A	13% DN	N/A	7% UP
TRANS MODE= AIR											
IPG= ALL IPGS	24,333	36.1	20.7	29.9	46.7	0/ 99	N/A	.3%	18% UP	6% DN	6% UP
IPG= I	3,372	32.2	23.0	23.1	42.2	1/ 99	N/A	.1%	24% UP	26% ON	9% DN
IPG= II	14,362	36.4	21.4	31.5	46.4	0/ 99	N/A	.5%	32% UP	8% UP	13% UP
IPG= III	5,139	34.1	15.8	28.1	40.2	4/ 99	N/A	.0%	1% UP	43% DN	10% DN
IPG= CASREP	111	34.5	23.4	26.4	48.3	1/ 94	N/A	.9%	2% DN	9% UP	1% UP
IPG= I CASREP	97	33.6	22.7	25.3	46.4	1/ 94	N/A	1.0%	23% UP	27% UP	9% UP
IPG= II CASREP	14	41.1	28.1	35.5	63.0	10/ 94	N/A	N/A	5% DN	N/A	10% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	8,575	46.6	22.6	43.9	63.2	0/ 99	N/A	29.3%	47% UP	22% UP	30% UP
IPG= I	108	41.4	26.7	29.7	58.0	2/ 97	N/A	34.3%	86% UP*	30% UP	28% UP
IPG= II	1,943	44.9	21.0	40.0	58.9	0/ 99	N/A	22.8%	63% UP*	15% UP	34% UP
IPG= III	6,344	47.2	22.9	47.6	63.8	1/ 99	N/A	30.4%	42% UP	23% UP	27% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	21,204	31.7	23.6	24.3	44.3	0/ 99	N/A	6.3%	8% DN	6% DN	13% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

****
* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

FLEET= ALL
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= I	2,056	24.0	16.2	20.9	29.4	0/ 99	N/A	1.0%	48% DN	20% DN	46% DN
IPG= II	12,970	35.1	25.1	27.0	51.7	0/ 99	N/A	2.1%	1% DN	2% UP	6% DN
IPG= III	5,694	26.6	20.5	20.5	36.8	0/ 99	N/A	15.1%	16% DN	12% DN	23% DN
IPG= CASREP	24	35.0	25.2	28.8	50.5	2/ 97	N/A	4.2%	36% DN	N/A	25% DN
IPG= I CASREP	21	36.9	26.2	33.0	58.0	2/ 97	N/A	4.8%	6% DN	N/A	20% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

****
* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

CODE (6, 1, ,)
DATE 09/11/85

FLEET= DEPLOYED
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	62,973	35 8	20.9	28.5	46.9	0/ 99	N/A	9 3%	13% UP	NO CHG	8% UP
IPG= I	7,085	30 7	19.7	24.0	36.6	2/ 99	N/A	2.8%	19% UP	13% DN	6% DN
IPG= II	31,527	32.2	19.4	26 6	38.0	0/ 99	N/A	2.7%	1% UP	7% DN	1% DN
IPG= III	21,823	41 2	22 0	33.7	58.1	0/ 99	N/A	21.2%	32% UP	5% UP	19% UP
IPG= CASREP	115	30.9	21 8	22 7	44.9	2/ 94	N/A	1.7%	16% DN	9% DN	10% DN
IPG= I CASREP	109	31.1	21.2	23.0	45 3	2/ 93	N/A	.9%	15% DN	2% UP	9% DN
IPG= II CASREP	6	27.7	33.9	15.5	33.0	2/ 94	N/A	16.7%		N/A	N/A	152% UP
TRANS MODE= AIR											
IPG= ALL IPGS	44,178	32.4	18 6	26.7	38.6	0/ 99	N/A	.1%	7% UP	3% DN	1% UP
IPG= I	6,703	30.5	19.5	23.9	36.3	2/ 99	N/A	.0%	19% UP	13% DN	7% DN
IPG= II	27,341	31.2	18.3	26.2	36.1	0/ 99	N/A	.2%	3% UP	3% DN	2% DN
IPG= III	7,950	32.9	16.1	27.3	38.2	3/ 99	N/A	.0%	13% UP	31% DN	8% UP
IPG= CASREP	106	31.1	22.1	22.5	45.1	2/ 94	N/A	.9%	15% DN	8% DN	10% DN
IPG= I CASREP	100	31.3	21.4	22.8	45.5	5/ 93	N/A	N/A	15% DN	3% UP	8% ON
IPG= II CASREP	6	27 7	33.9	15.5	33.0	2/ 94	N/A	16.7%		N/A	N/A	152% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	14,769	45.6	23 3	42 5	63.9	0/ 99	N/A	34 2%	20% UP	17% UP	23% UP
IPG= I	293	33 5	19 4	25 4	45.7	2/ 97	N/A	67 2%	38% UP	3% UP	4% UP
IPG= II	2,641	41 0	23.9	32.6	57 5	1/ 99	N/A	28.9%	3% ON	7% UP	14% UP
IPG= III	11,663	46.9	23.0	45 4	64.7	0/ 99	N/A	34.2%	29% UP	15% UP	24% UP
IPG= CASREP	2	9.5	10 6	10 5	17.0	2/ 17	6	50.0%		N/A	N/A	N/A
IPG= I CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%		N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	3,931	37.2	24 8	30 4	50 3	0/ 99	N/A	18 7%	19% UP	9% DN	27% UP
IPG= I	86	37.0	30.3	20 3	49 9	6/ 99	N/A	N/A	39% UP	2% UP	31% UP
IPG= II	1,502	33.1	24.4	20.7	47 0	0/ 99	N/A	1 1%	8% ON	35% DN	14% UP
IPG= III	2,161	40 6	25.0	34.8	60.5	0/ 99	N/A	28.3%	60% UP*	24% UP	37% UP
IPG= CASREP	7	33 9	17 9	24 9	46.7	22/ 69	N/A	N/A		N/A	N/A	N/A
IPG= I CASREP	7	33.9	17.9	24.9	46 7	22/ 69	N/A	N/A		N/A	N/A	N/A
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	52,787	36.2	20.9	28.7	47.7	0/ 99	N/A	9 5%	18% UP	1% UP	12% UP
IPG= I	5,231	31 7	20.6	24.4	38.2	2/ 99	N/A	1.3%	26% UP	13% DN	4% DN
IPG= II	25,108	32.5	19 4	26 9	38.4	0/ 99	N/A	2.0%	9% UP	8% DN	2% UP
IPG= III	20,128	40.4	21.7	32.2	56.8	0/ 99	N/A	21.0%	33% UP	8% UP	22% UP
IPG= CASREP	91	32.3	22.6	23 3	48 7	2/ 94	N/A	1.1%	10% DN	12% DN	5% DN
IPG= I CASREP	88	32 0	21.8	23 5	48 5	2/ 93	N/A	1 1%	10% DN	3% ON	4% DN
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A		N/A	N/A	N/A
TRANS MODE= AIR											
IPG= ALL IPGS	36,360	32.9	18.6	27 1	39.4	0/ 99	N/A	.1%	12% UP	3% ON	4% UP
IPG= I	5,009	31.3	20.3	24.3	37.7	2/ 99	N/A	.0%	25% UP	15% DN	5% DN
IPG= II	21,609	31 6	18 3	26 6	36 5	0/ 99	N/A	2%	10% UP	3% DN	NO CHG
IPG= III	7,762	32 8	16 0	27 2	38.0	3/ 99	N/A	.0%	13% UP	31% ON	8% UP
IPG= CASREP	82	32 8	23.0	23.2	49 9	5/ 94	N/A	N/A	8% DN	11% DN	4% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

*** RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS ***

FLEET - DEPLOYED
CONSIGNEE - ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT - NSC/NSD											
TRANS MODE - AIR											
IPG - I CASREP	79	32.4	22.2	23.5	49.6	5/ 93	N/A	N/A	9% DN	2% DN	3% DN
IPG - II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE - SURFACE											
IPG - ALL IPGS	12,485	45.4	23.2	42.1	63.5	0/ 99	N/A	33.8%	29% UP	20% UP	28% UP
IPG - I	133	40.5	20.5	30.9	53.2	2/ 97	N/A	48.1%	80% UP*	29% UP	26% UP
IPG - II	1,998	41.5	23.8	33.2	57.8	1/ 99	N/A	22.7%	11% UP	8% UP	20% UP
IPG - III	10,192	46.1	23.0	44.3	64.0	0/ 99	N/A	35.4%	33% UP	20% UP	28% UP
IPG - CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
IPG - I CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
TRANS MODE - LOCAL DELIVERY											
IPG - ALL IPGS	3,920	37.2	24.9	30.5	50.3	0/ 99	N/A	18.6%	19% UP	9% DN	27% UP
IPG - I	86	37.0	30.3	20.3	49.9	6/ 99	N/A	N/A	39% UP	2% UP	31% UP
IPG - II	1,497	33.1	24.4	20.7	47.1	0/ 99	N/A	1.1%	8% DN	35% DN	14% UP
IPG - III	2,159	40.6	25.0	34.8	60.5	0/ 99	N/A	28.3%	60% UP*	24% UP	37% UP
IPG - CASREP	7	33.9	17.9	24.9	46.7	22/ 69	N/A	N/A	N/A	N/A	N/A
IPG - I CASREP	7	33.9	17.9	24.9	46.7	22/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE SIK PT - ALL NAVY											
TRANS MODE - ALL MODES											
IPG - ALL IPGS	53,765	36.2	21.0	28.8	47.8	0/ 99	N/A	9.4%	18% UP	1% UP	12% UP
IPG - I	5,422	31.9	20.8	24.5	38.7	2/ 99	N/A	1.2%	27% UP	12% DN	3% DN
IPG - II	25,574	32.5	19.4	26.8	38.4	0/ 99	N/A	2.1%	9% UP	8% DN	2% UP
IPG - III	20,231	40.5	21.7	32.3	56.9	0/ 99	N/A	21.0%	33% UP	8% UP	22% UP
IPG - CASREP	92	32.2	22.5	23.2	48.5	2/ 94	N/A	1.1%	10% DN	13% ON	6% DN
IPG - I CASREP	89	31.8	21.8	23.3	48.2	2/ 93	N/A	1.1%	11% DN	3% ON	5% ON
IPG - II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE - AIR											
IPG - ALL IPGS	37,202	32.9	18.7	27.1	39.6	0/ 99	N/A	.1%	12% UP	3% ON	4% UP
IPG - I	5,197	31.6	20.6	24.3	38.2	2/ 99	N/A	.0%	26% UP	13% DN	4% DN
IPG - II	22,023	31.6	18.3	26.5	36.5	0/ 99	N/A	.2%	10% UP	4% ON	NO CHG
IPG - III	7,798	32.9	16.0	27.3	38.1	3/ 99	N/A	.0%	13% UP	31% DN	8% UP
IPG - CASREP	83	32.6	22.9	23.0	49.6	5/ 94	N/A	N/A	9% DN	11% ON	4% ON
IPG - I CASREP	80	32.2	22.1	23.2	49.2	5/ 93	N/A	N/A	10% DN	2% DN	4% DN
IPG - II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE - SURFACE											
IPG - ALL IPGS	12,611	45.4	23.2	42.1	63.5	0/ 99	N/A	33.8%	29% UP	20% UP	28% UP
IPG - I	136	41.0	21.2	31.3	53.8	2/ 97	N/A	47.8%	82% UP*	30% UP	28% UP
IPG - II	2,046	41.4	24.0	33.0	58.0	1/ 99	N/A	22.9%	11% UP	8% UP	19% UP
IPG - III	10,257	46.2	23.0	44.3	64.1	0/ 99	N/A	35.4%	33% UP	20% UP	28% UP
IPG - CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
IPG - I CASREP	2	9.5	10.6	10.5	17.0	2/ 17	6	50.0%	N/A	N/A	N/A
TRANS MODE - LOCAL DELIVERY											
IPG - ALL IPGS	3,929	37.2	24.8	30.4	50.3	0/ 99	N/A	18.7%	19% UP	9% DN	27% UP
IPG - I	86	37.0	30.3	20.3	49.9	6/ 99	N/A	N/A	39% UP	2% UP	31% UP
IPG - II	1,500	33.1	24.4	20.7	47.0	0/ 99	N/A	1.1%	8% DN	35% DN	14% UP

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE= PRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

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* RRIMIS II: TRANSPORTATION TIME REPORT -- EOR FLEETS *
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CODE (6, 1, ,)
DATE 09/11/85

FLEET= DEPLOYED
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= III	2,161	40.6	25.0	34.8	60.5	0/ 99	N/A	28.3%	60% UP*	24% UP	37% UP
IPG= CASREP	7	33.9	17.9	24.9	46.7	22/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	7	33.9	17.9	24.9	46.7	22/ 69	N/A	N/A	N/A	N/A	N/A

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

PRIMIS II: TRANSPORTATION TIME REPORT -- EOR FLEETS

FLEET= DEPLOYED
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE STANDRD MEAN VALUE	DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	37,281	33.9	19.8	27.6	41.0	0/ 99	N/A	6.8%	2% UP	2% UP	3% DN
IPG= I	3,795	28.1	15.4	24.4	33.2	3/ 99	N/A	1.7%	1% UP	1% DN	11% DN
IPG= II	21,832	31.1	18.0	26.6	35.4	0/ 99	N/A	.8%	5% DN	7% DN	11% DN
IPG= III	10,484	40.4	22.5	32.6	59.5	0/ 99	N/A	21.8%	1% UP	1% DN	8% DN
IPG= CASREP	42	28.1	21.3	21.6	34.2	5/ 93	N/A	N/A	25% DN	43% DN	21% DN
IPG= I CASREP	42	28.1	21.3	21.6	34.2	5/ 93	N/A	N/A	24% DN	43% DN	20% DN
TRANS MODE= AIR											
IPG= ALL IPGS	27,628	30.7	17.3	26.3	35.4	0/ 99	N/A	.1%	2% DN	5% DN	8% DN
IPG= I	3,661	28.0	15.4	24.4	33.2	3/ 99	N/A	N/A	1% UP	1% DN	12% DN
IPG= II	19,872	30.2	17.0	26.4	34.5	0/ 99	N/A	.1%	3% DN	9% DN	12% DN
IPG= III	2,967	31.3	17.6	25.0	36.3	3/ 98	N/A	.0%	4% DN	22% DN	3% UP
IPG= CASREP	37	29.0	22.5	21.0	39.2	5/ 93	N/A	N/A	22% DN	41% DN	18% DN
IPG= I CASREP	37	29.0	22.5	21.0	39.2	5/ 93	N/A	N/A	22% DN	41% DN	18% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	8,336	41.3	23.0	34.3	60.4	0/ 99	N/A	28.5%	3% DN	18% UP	4% UP
IPG= I	110	30.0	15.2	24.2	35.1	7/ 86	N/A	60.0%	6% DN	30% DN	18% DN
IPG= II	1,525	36.9	23.2	28.7	52.0	1/ 99	N/A	10.9%	24% DN	32% UP	10% DN
IPG= III	6,675	42.4	22.9	37.0	62.0	0/ 99	N/A	31.9%	7% UP	16% UP	10% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%		N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%		N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,250	53.5	23.2	52.4	74.5	1/ 99	N/A	11.9%	4% UP	17% DN	NO CHG
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	412	50.4	23.7	50.5	72.8	7/ 99	N/A	N/A	6% DN	18% DN	21% UP
IPG= III	798	56.0	22.3	55.7	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%		N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%		N/A	N/A	N/A
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	31,202	33.9	19.6	27.6	40.7	0/ 99	N/A	7.1%	7% UP	3% DN	1% DN
IPG= I	2,879	28.8	15.8	24.9	34.0	3/ 98	N/A	1.0%	6% UP	4% DN	9% DN
IPG= II	18,018	31.2	17.5	26.8	35.3	1/ 99	N/A	7%	3% UP	12% DN	9% DN
IPG= III	9,333	39.4	22.4	30.7	57.7	0/ 99	N/A	22.1%	4% UP	6% DN	8% DN
IPG= CASREP	36	28.8	22.2	21.7	35.5	5/ 93	N/A	N/A	21% DN	41% DN	17% DN
IPG= I CASREP	36	28.8	22.2	21.7	35.5	5/ 93	N/A	N/A	20% DN	41% DN	15% DN
TRANS MODE= AIR											
IPG= ALL IPGS	22,933	30.9	17.0	26.5	35.4	1/ 99	N/A	.0%	4% UP	10% DN	6% DN
IPG= I	2,792	28.7	15.7	24.9	33.9	3/ 98	N/A	N/A	6% UP	4% DN	10% DN
IPG= II	16,363	30.3	16.5	26.6	34.3	1/ 99	N/A	.0%	4% UP	14% DN	10% DN
IPG= III	2,834	31.2	17.4	24.9	35.9	3/ 98	N/A	0%	3% DN	20% DN	5% UP
IPG= CASREP	31	29.9	23.7	21.1	46.7	5/ 93	N/A	N/A	18% DN	39% DN	13% DN
IPG= I CASREP	31	29.9	23.7	21.1	46.7	5/ 93	N/A	N/A	17% DN	39% DN	12% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	7,013	40.3	22.9	32.4	58.7	0/ 99	N/A	29.5%	4% UP	22% UP	11% UP

RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET DEPLOYED
CONSIGNEE = ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE DR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT = NSC/NSD											
TRANS MODE = SURFACE											
IPG = I	63	35.1	14.0	29.1	50.7	15/ 69	N/A	47.6%	25% UP	N/A	25% UP
IPG = II	1,243	36.4	22.3	28.5	50.9	1/ 99	N/A	9.1%	31% DN	47% UP	NO CHG
IPG = III	5,691	41.1	23.0	34.0	60.7	0/ 99	N/A	33.7%	11% UP	15% UP	14% UP
IPG = CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG = I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE = LOCAL DELIVERY											
IPG = ALL IPGS	1,243	53.7	23.1	52.9	74.6	1/ 99	N/A	11.7%	4% UP	17% DN	1% UP
IPG = I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG = II	410	50.5	23.7	50.9	72.9	7/ 99	N/A	N/A	5% DN	18% DN	21% UP
IPG = III	797	56.1	22.2	55.8	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG = CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
IPG = I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
ISSUE STK PT = ALL NAVY											
TRANS MODE = ALL MODES											
IPG = ALL IPGS	31,896	34.0	19.7	27.6	41.1	0/ 99	N/A	7.0%	8% UP	2% DN	1% DN
IPG = I	3,005	29.2	16.4	25.0	34.4	3/ 99	N/A	1.0%	8% UP	2% DN	8% DN
IPG = II	18,332	31.2	17.6	26.8	35.3	1/ 99	N/A	.7%	3% UP	12% DN	9% DN
IPG = III	9,389	39.5	22.4	30.8	57.7	0/ 99	N/A	22.1%	4% UP	6% DN	8% DN
IPG = CASREP	37	28.5	21.9	21.4	34.2	5/ 93	N/A	N/A	22% DN	42% DN	18% DN
IPG = I CASREP	37	28.5	21.9	21.4	34.2	5/ 93	N/A	N/A	21% DN	42% DN	16% DN
TRANS MODE = AIR											
IPG = ALL IPGS	23,541	31.1	17.2	26.5	35.7	1/ 99	N/A	.0%	5% UP	9% DN	5% DN
IPG = I	2,917	29.0	16.3	25.0	34.3	3/ 99	N/A	N/A	7% UP	2% DN	8% DN
IPG = II	16,650	30.3	16.6	26.5	34.4	1/ 99	N/A	.0%	4% UP	14% DN	10% DN
IPG = III	2,846	31.2	17.4	24.9	36.0	3/ 98	N/A	.0%	2% DN	23% DN	4% UP
IPG = CASREP	32	29.5	23.4	20.5	44.2	5/ 93	N/A	N/A	19% DN	40% DN	14% DN
IPG = I CASREP	32	29.5	23.4	20.5	44.2	5/ 93	N/A	N/A	18% DN	40% DN	13% DN
TRANS MODE = SURFACE											
IPG = ALL IPGS	7,091	40.3	22.9	32.5	58.8	0/ 99	N/A	29.4%	4% UP	22% UP	11% UP
IPG = I	64	35.9	15.3	29.4	51.3	15/ 86	N/A	46.9%	27% UP	N/A	27% UP
IPG = II	1,267	36.2	22.4	28.3	50.8	1/ 99	N/A	9.2%	31% DN	47% UP	1% DN
IPG = III	5,734	41.2	23.0	34.1	60.8	0/ 99	N/A	33.6%	11% UP	15% UP	14% UP
IPG = CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	0%	N/A	N/A	N/A
IPG = I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	0%	N/A	N/A	N/A
TRANS MODE = LOCAL DELIVERY											
IPG = ALL IPGS	1,250	53.5	23.2	52.4	74.5	1/ 99	N/A	11.9%	4% UP	17% DN	NO CHG
IPG = I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG = II	412	50.4	23.7	50.5	72.8	7/ 99	N/A	N/A	6% DN	18% DN	21% UP
IPG = III	798	56.0	22.3	55.7	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG = CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	0%	N/A	N/A	N/A
IPG = I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A

• RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS •

FLEET= DEPLOYED
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	25,692	38.5	22.2	30.1	53.2	0/ 99	N/A	12.9%	27% UP	4% UP	21% UP
IPG= I	3,290	33.7	23.3	23.5	46.5	2/ 99	N/A	4.0%	48% UP	22% ON	NO CHG
IPG= II	9,695	34.6	22.0	26.3	45.2	0/ 99	N/A	6.8%	14% UP	2% ON	15% UP
IPG= III	11,339	41.9	21.4	35.0	57.4	0/ 99	N/A	20.5%	43% UP	8% UP	28% UP
IPG= CASREP	73	32.5	22.1	23.7	46.4	2/ 94	N/A	2.7%	5% UP	1% ON	3% UP
IPG= I CASREP	67	32.9	21.1	24.2	47.1	2/ 88	N/A	1.5%	NO CHG	14% UP	5% UP
IPG= II CASREP	6	27.7	33.9	15.5	33.0	2/ 94	N/A	16.7%	N/A	N/A	152% UP
TRANS MODE= AIR											
IPG= ALL IPGS	16,550	35.0	20.2	27.5	45.9	0/ 99	N/A	.2%	20% UP	2% UP	14% UP
IPG= I	3,042	33.4	23.2	23.2	46.0	2/ 99	N/A	.0%	53% UP•	25% DN	3% ON
IPG= II	7,469	33.9	21.1	25.5	43.5	0/ 99	N/A	.5%	21% UP	8% UP	17% UP
IPG= III	4,983	33.8	15.1	28.0	39.7	4/ 99	N/A	.0%	16% UP	31% DN	11% UP
IPG= CASREP	69	32.2	21.9	23.2	45.3	2/ 94	N/A	1.4%	4% UP	2% DN	2% UP
IPG= I CASREP	63	32.7	20.8	23.7	45.9	7/ 88	N/A	N/A	NO CHG	13% UP	4% UP
IPG= II CASREP	6	27.7	33.9	15.5	33.0	2/ 94	N/A	16.7%	N/A	N/A	152% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,433	51.2	22.4	52.0	66.7	1/ 99	N/A	41.6%	43% UP	29% UP	41% UP
IPG= I	183	35.7	21.4	26.5	48.3	2/ 97	N/A	71.6%	49% UP	13% UP	11% UP
IPG= II	1,116	46.6	23.6	41.4	65.4	6/ 99	N/A	53.4%	18% UP	19% UP	33% UP
IPG= III	4,988	52.8	21.7	54.3	67.1	1/ 99	N/A	37.2%	54% UP•	26% UP	40% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,681	29.6	21.7	25.1	41.1	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP•	12% UP	44% UP
IPG= II	1,090	26.5	21.2	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN
IPG= III	1,363	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	21,585	39.4	22.4	31.2	54.6	0/ 99	N/A	12.9%	32% UP	8% UP	26% UP
IPG= I	2,352	35.2	24.8	23.7	49.8	2/ 99	N/A	1.5%	54% UP•	21% DN	4% UP
IPG= II	7,090	35.8	23.2	27.1	48.2	0/ 99	N/A	5.5%	24% UP	2% UP	20% UP
IPG= III	10,795	41.3	21.0	33.9	56.4	0/ 99	N/A	20.0%	43% UP	13% UP	31% UP
IPG= CASREP	55	34.7	22.7	25.1	50.9	2/ 94	N/A	1.8%	12% UP	3% DN	5% UP
IPG= I CASREP	52	34.2	21.5	25.5	50.5	2/ 82	N/A	1.9%	4% UP	9% UP	6% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= AIR											
IPG= ALL IPGS	13,427	36.2	20.6	28.3	48.1	0/ 99	N/A	.2%	25% UP	7% UP	18% UP
IPG= I	2,217	34.7	24.5	23.3	49.2	2/ 99	N/A	0%	58% UP•	25% DN	NO CHG
IPG= II	5,246	35.7	22.4	26.9	47.9	0/ 99	N/A	6%	32% UP	17% UP	25% UP
IPG= III	4,928	33.7	15.0	28.0	39.6	4/ 99	N/A	0%	16% UP	31% DN	11% UP
IPG= CASREP	51	34.5	22.6	24.4	50.9	7/ 94	N/A	N/A	11% UP	4% DN	4% UP

• INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

VALUE FILE- RRIMIS
PERIODICITY: QUARTERLY
TIME PERIOD- OCT 1984 - DEC 1984

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* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
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FLEET- DEPLOYED
CONSIGNEE= PACIFIC SHIPS

	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANORD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANORD	% RQNS WITHIN UMMIPS	% CHANGE IN MEAN- LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SFK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= I CASREP	48	34.0	21.2	24.8	50.5	7/ 82	N/A	N/A	4% UP	8% UP	5% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= SURFACE											
IPG= ALL IPGS	5,472	51.9	21.8	52.9	66.7	1/ 99	N/A	39.5%	53% UP*	35% UP	47% UP
IPG= I	70	45.4	24.0	39.0	57.4	2/ 97	N/A	48.6%	104% UP*	44% UP	41% UP
IPG= II	755	49.9	23.9	44.3	70.6	8/ 99	N/A	45.0%	42% UP	27% UP	45% UP
IPG= III	4,501	52.5	21.3	54.0	66.4	1/ 99	N/A	37.6%	57% UP*	34% UP	46% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,677	29.6	21.7	25.1	41.0	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP*	12% UP	44% UP
IPG= II	1,087	26.5	21.3	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN
IPG= III	1,362	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE SFK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	21,869	39.4	22.4	31.1	54.6	0/ 99	N/A	12.8%	32% UP	8% UP	26% UP
IPG= I	2,417	35.4	24.9	23.8	50.2	2/ 99	N/A	1.5%	55% UP*	20% DN	5% UP
IPG= II	7,242	35.7	23.1	27.0	48.0	0/ 99	N/A	5.6%	23% UP	1% UP	19% UP
IPG= III	10,842	41.3	21.1	33.9	56.5	0/ 99	N/A	20.0%	43% UP	14% UP	31% UP
IPG= CASREP	55	34.7	22.7	25.1	50.9	2/ 94	N/A	1.8%	12% UP	3% DN	5% UP
IPG= I CASREP	52	34.2	21.5	25.5	50.5	2/ 82	N/A	1.9%	4% UP	9% UP	6% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= AIR											
IPG= ALL IPGS	13,661	36.2	20.6	28.3	48.0	0/ 99	N/A	.2%	25% UP	6% UP	18% UP
IPG= I	2,280	34.9	24.6	23.4	49.6	2/ 99	N/A	.0%	59% UP*	24% DN	1% UP
IPG= II	5,373	35.6	22.3	26.7	47.5	0/ 99	N/A	.6%	31% UP	16% UP	24% UP
IPG= III	4,952	33.8	15.1	28.0	39.7	4/ 99	N/A	.0%	16% UP	31% DN	11% UP
IPG= CASREP	51	34.5	22.6	24.4	50.9	7/ 94	N/A	N/A	11% UP	4% DN	4% UP
IPG= I CASREP	48	34.0	21.2	24.8	50.5	7/ 82	N/A	N/A	4% UP	8% UP	5% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= SURFACE											
IPG= ALL IPGS	5,520	51.9	21.9	52.9	66.9	1/ 99	N/A	39.5%	53% UP*	35% UP	47% UP
IPG= I	72	45.6	24.6	38.0	58.0	2/ 97	N/A	48.6%	105% UP*	45% UP	41% UP
IPG= II	779	49.9	24.1	44.3	71.0	8/ 99	N/A	45.2%	42% UP	27% UP	45% UP
IPG= III	4,523	52.5	21.3	54.1	66.5	1/ 99	N/A	37.5%	57% UP*	34% UP	46% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,679	29.6	21.7	25.1	41.1	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP*	12% UP	44% UP
IPG= II	1,088	26.5	21.3	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD OCT 1984 DEC 1984

**** RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS ****

FLEET= DEPLOYED
CONSIGNEE PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SYS PE= ALL NAVY											
TRANS MODE LOCAL DELIVERY											
IPG III	1,363	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6.	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A

RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= NONDEPLOYED
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	160,604	33.4	23.0	27.3	44.9	0/ 99	N/A	6.9%	4% UP	6% UP	2% DN
IPG= I	7,845	28.4	20.1	22.9	34.2	0/ 99	N/A	.8%	43% DN	10% DN	32% DN
IPG= II	99,603	36.3	23.6	30.6	48.6	0/ 99	N/A	1.9%	12% UP	16% UP	6% UP
IPG= III	50,998	28.3	21.3	21.9	39.2	0/ 99	N/A	17.1%	7% DN	5% DN	13% DN
IPG= CASREP	167	32.4	24.9	22.1	42.6	1/ 97	N/A	1.8%	24% DN	2% UP	18% DN
IPG= I CASREP	129	32.4	25.0	21.3	42.4	1/ 97	N/A	2.3%	10% UP	34% UP.	17% DN
IPG= II CASREP	38	32.6	24.6	24.5	43.0	5/ 81	N/A	N/A	9% DN	N/A	11% UP
TRANS MODE= AIR											
IPG= ALL IPGS	53,920	32.3	21.5	27.5	41.7	0/ 99	N/A	1.0%	2% UP	NO CHG	5% DN
IPG= I	4,226	28.6	19.5	23.1	33.8	1/ 99	N/A	.1%	31% DN	NO CHG	25% DN
IPG= II	42,663	34.0	21.4	29.4	43.8	0/ 99	N/A	6%	8% UP	7% UP	NO CHG
IPG= III	5,933	21.3	19.9	13.6	27.9	0/ 99	N/A	4.3%	26% DN	35% DN	31% DN
IPG= CASREP	124	31.0	24.5	20.3	39.5	1/ 94	N/A	8%	7% DN	4% UP	3% DN
IPG= I CASREP	93	30.2	24.2	20.0	37.7	1/ 94	N/A	1.1%	14% UP	15% UP	20% DN
IPG= II CASREP	31	33.5	25.8	24.7	53.0	5/ 81	N/A	N/A	5% UP	N/A	23% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	23,396	39.3	24.6	31.9	56.0	0/ 99	N/A	17.4%	NO CHG	12% UP	4% DN
IPG= I	222	25.6	19.0	19.5	28.5	5/ 98	N/A	15.8%	69% DN*	31% DN	60% DN*
IPG= II	9,408	48.7	25.3	41.5	74.1	0/ 99	N/A	10.8%	15% UP	13% UP	2% UP
IPG= III	13,704	33.1	22.0	26.8	44.1	0/ 99	N/A	21.9%	9% DN	2% UP	12% DN
IPG= CASREP	4	25.2	9.0	23.0	33.0	17/ 38	N/A	25.0%	49% UP	N/A	49% UP
IPG= I CASREP	3	25.7	11.0	23.0	36.2	17/ 38	N/A	33.3%	51% UP	N/A	51% UP
IPG= II CASREP	1	24.0	.0	24.0	24.0	24/ 24	6	0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	81,671	32.1	23.1	25.0	44.5	0/ 99	N/A	7.8%	8% UP	7% UP	2% UP
IPG= I	3,358	28.4	20.9	22.9	35.0	0/ 99	N/A	.7%	42% DN	25% DN	36% DN
IPG= II	46,302	35.4	24.2	29.2	48.4	0/ 99	N/A	1.2%	15% UP	25% UP	12% UP
IPG= III	31,015	27.5	20.6	21.1	39.0	0/ 99	N/A	17.4%	NO CHG	1% DN	10% DN
IPG= CASREP	39	37.5	26.6	26.3	63.0	2/ 97	N/A	2.6%	28% DN	5% UP	20% DN
IPG= I CASREP	33	39.0	27.5	28.0	64.9	2/ 97	N/A	3.0%	NO CHG	212% UP	11% DN
IPG= II CASREP	6	29.3	21.1	25.5	29.2	8/ 69	N/A	N/A	38% DN	N/A	18% DN
ISSUE STK PT NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	123,695	31.9	22.6	25.5	43.5	0/ 99	N/A	7.1%	8% UP	5% UP	NO CHG
IPG= I	5,407	29.9	21.6	23.7	36.8	0/ 99	N/A	.6%	33% DN	10% DN	26% DN
IPG= II	73,291	34.7	23.1	29.3	46.4	0/ 99	N/A	1.3%	17% UP	16% UP	9% UP
IPG= III	43,067	27.1	21.0	20.4	37.8	0/ 99	N/A	17.1%	3% DN	6% DN	12% DN
IPG= CASREP	111	34.9	25.5	25.3	48.6	1/ 97	N/A	1.8%	25% DN	6% UP	19% DN
IPG= I CASREP	88	35.7	26.2	25.5	50.5	1/ 97	N/A	2.3%	23% UP	89% UP	6% DN
IPG= II CASREP	23	32.0	22.8	24.7	41.7	7/ 77	N/A	N/A	28% DN	N/A	11% DN
TRANS MODE= AIR											
IPG= ALL IPGS	33,582	31.4	21.6	26.9	41.3	0/ 99	N/A	1.3%	10% UP	1% DN	2% DN
IPG= I	2,006	33.1	22.9	25.1	41.8	1/ 99	N/A	1%	11% DN	10% UP	11% DN
IPG= II	25,706	33.3	21.2	29.1	43.4	0/ 99	N/A	6%	20% UP	8% UP	5% UP

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

*** RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS ***

FLEET- NONDEPLOYED
CONSIGNEE- ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= III	4,994	19.4	19.3	12.4	23.4	0/ 99	N/A	5.1%	31% ON	41% ON	37% DN
IPG= CASREP	72	33.5	24.9	24.9	42.2	1/ 94	N/A	1.4%	13% DN	15% UP	10% DN
IPG= I CASREP	55	33.7	25.5	25.1	41.1	1/ 94	N/A	1.8%	40% UP	57% UP	1% DN
IPG= II CASREP	17	33.0	23.9	24.2	44.2	7/ 77	N/A	N/A	24% DN	N/A	9% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	9,219	33.0	22.6	26.9	44.8	0/ 99	N/A	21.4%	8% UP	9% UP	1% UP
IPG= I	48	33.9	27.4	20.5	57.2	9/ 95	N/A	10.4%	16% DN	20% DN	27% UP
IPG= II	1,833	38.4	21.4	36.5	46.1	3/ 99	N/A	12.5%	22% UP	1% DN	13% UP
IPG= III	7,282	31.6	22.7	24.3	43.9	0/ 99	N/A	23.6%	4% UP	7% UP	3% DN
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	80,711	31.9	23.0	24.8	44.1	0/ 99	N/A	7.9%	8% UP	7% UP	1% UP
IPG= I	3,330	28.0	20.5	22.7	34.7	0/ 99	N/A	.7%	44% DN	26% DN	37% DN
IPG= II	45,624	35.2	24.1	28.9	48.1	0/ 99	N/A	1.2%	15% UP	24% UP	11% UP
IPG= III	30,761	27.3	20.5	21.0	38.5	0/ 99	N/A	17.5%	ND CHG	2% ON	10% DN
IPG= CASREP	39	37.5	26.6	26.3	63.0	2/ 97	N/A	2.6%	28% ON	5% UP	20% DN
IPG= I CASREP	33	39.0	27.5	28.0	64.9	2/ 97	N/A	3.0%	ND CHG	212% UP	11% DN
IPG= II CASREP	6	29.3	21.1	25.5	29.2	8/ 69	N/A	N/A	38% DN	N/A	18% DN
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	127,810	32.5	23.0	26.1	44.4	0/ 99	N/A	6.9%	10% UP	6% UP	2% UP
IPG= I	5,608	30.2	21.8	23.9	37.2	0/ 99	N/A	.6%	31% DN	10% DN	26% DN
IPG= II	76,396	35.5	23.5	30.0	48.0	0/ 99	N/A	1.3%	19% UP	18% UP	12% UP
IPG= III	43,648	27.4	21.2	20.7	38.4	0/ 99	N/A	17.0%	3% DN	6% ON	11% DN
IPG= CASREP	113	35.7	26.0	25.8	52.0	1/ 97	N/A	1.8%	23% DN	9% UP	17% DN
IPG= I CASREP	89	36.3	26.7	25.9	52.4	1/ 97	N/A	2.2%	25% UP	92% UP	4% ON
IPG= II CASREP	24	33.6	23.6	25.5	49.2	7/ 77	N/A	N/A	25% DN	N/A	7% DN
TRANS MODE= AIR											
IPG= ALL IPGS	35,933	32.8	22.4	28.0	43.3	0/ 99	N/A	1.2%	14% UP	3% UP	2% UP
IPG= I	2,149	33.1	22.8	25.2	41.7	1/ 99	N/A	.1%	13% DN	10% UP	12% DN
IPG= II	27,610	34.8	22.1	30.2	45.4	0/ 99	N/A	.6%	24% UP	12% UP	9% UP
IPG= III	5,076	19.8	19.7	12.6	24.2	0/ 99	N/A	5.0%	29% DN	39% ON	35% DN
IPG= CASREP	74	34.8	25.8	25.5	44.7	1/ 94	N/A	1.4%	10% DN	19% UP	6% DN
IPG= I CASREP	56	34.7	26.3	25.5	43.0	1/ 94	N/A	1.8%	44% UP	62% UP	2% UP
IPG= II CASREP	18	35.1	24.8	25.5	55.5	7/ 77	N/A	N/A	19% DN	N/A	3% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	9,839	34.0	23.1	27.6	46.7	0/ 99	N/A	20.8%	10% UP	12% UP	3% UP
IPG= I	67	31.8	25.6	21.1	46.1	9/ 97	N/A	7.5%	21% DN	32% ON	15% UP
IPG= II	2,227	41.3	22.9	37.8	56.1	0/ 99	N/A	12.1%	30% UP	7% UP	20% UP
IPG= III	7,483	31.8	22.7	24.6	44.1	0/ 99	N/A	23.5%	4% UP	7% UP	2% ON
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	81,587	32.1	23.1	25.0	44.5	0/ 99	N/A	7.8%	8% UP	7% UP	2% UP
IPG= I	3,358	28.4	20.9	22.9	35.0	0/ 99	N/A	7%	42% DN	25% DN	36% ON
IPG= II	46,219	35.5	24.2	29.2	48.5	0/ 99	N/A	1.2%	15% UP	25% UP	12% UP
IPG= III	31,014	27.5	20.6	21.1	39.0	0/ 99	N/A	17.4%	NO CHG	1% DN	10% ON

INPUT FILE= RRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

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* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
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FLEET= NONDEPLOYED
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIC PI= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= CASREP	39	37.5	26.6	26.3	63.0	2/ 97	N/A	2.6%	28% DN	5% UP	20% DN
IPG= I CASREP	33	39.0	27.5	28.0	64.9	2/ 97	N/A	3.0%	NO CHG	212% UP	11% DN
IPG= II CASREP	6	29.3	21.1	25.5	29.2	8/ 69	N/A	N/A	38% DN	N/A	18% DN

RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET: NONDEPLOYED
CONSIGNEE: ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS: NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANORD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	% CHANGE IN MEAN: LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	118,823	33.6	23.4	27.3	45.4	0/ 99	N/A	8.1%	12% UP	15% UP	7% UP
IPG= I	3,284	34.8	24.2	27.5	45.9	3/ 99	N/A	.9%	14% ON	9% UP	11% DN
IPG= II	71,208	36.6	24.0	30.6	49.0	0/ 99	N/A	1.9%	18% UP	26% UP	17% UP
IPG= III	42,931	28.2	21.4	21.8	39.3	0/ 99	N/A	18.4%	NO CHG	4% UP	6% ON
IPG= CASREP	51	34.1	27.2	21.9	56.7	4/ 92	N/A	2.0%	9% UP	8% UP	11% ON
IPG= I CASREP	30	40.3	29.2	24.2	65.5	4/ 92	N/A	3.3%	19% DN	40% UP	9% DN
IPG= II CASREP	21	25.4	21.8	20.0	25.2	5/ 77	N/A	N/A	17% ON	N/A	2% UP
TRANS MODE= AIR											
IPG= ALL IPGS	37,103	32.1	22.1	27.0	42.3	0/ 99	N/A	1.1%	7% UP	9% UP	1% ON
IPG= I	1,806	34.7	23.4	26.7	45.3	3/ 99	N/A	N/A	11% ON	22% UP	7% ON
IPG= II	28,925	33.9	21.9	28.9	44.3	0/ 99	N/A	.6%	8% UP	13% UP	4% UP
IPG= III	5,678	20.6	19.2	13.3	26.6	0/ 99	N/A	4.5%	1% UP	21% ON	25% ON
IPG= CASREP	31	30.0	27.1	19.2	46.7	4/ 89	N/A	N/A	22% UP	8% UP	5% ON
IPG= I CASREP	14	38.0	31.5	19.5	58.0	4/ 89	N/A	N/A	24% ON	16% UP	17% ON
IPG= II CASREP	17	23.5	21.6	19.0	25.1	5/ 77	3	.0%	68% UP	N/A	47% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	17,355	40.8	25.7	32.4	61.8	0/ 99	N/A	19.9%	7% UP	29% UP	10% UP
IPG= I	92	27.6	18.0	22.4	33.0	5/ 98	N/A	28.3%	33% DN	19% DN	8% DN
IPG= II	6,970	52.3	26.0	46.3	77.1	2/ 99	N/A	12.1%	15% UP	44% UP	22% UP
IPG= III	10,265	33.1	22.5	26.3	44.6	0/ 99	N/A	25.1%	7% DN	12% UP	6% DN
IPG= CASREP	2	20.5	4.9	19.5	22.5	17/ 24	N/A	50.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	43	100.0%	N/A	N/A	N/A
IPG= II CASREP	1	24.0	.0	24.0	24.0	24/ 24	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	63,063	32.2	22.9	25.3	44.4	0/ 99	N/A	8.9%	17% UP	14% UP	12% UP
IPG= I	1,364	35.5	25.5	29.6	47.3	4/ 99	N/A	1%	17% ON	8% ON	16% DN
IPG= II	34,338	35.3	23.8	29.5	47.4	0/ 99	N/A	.8%	23% UP	34% UP	26% UP
IPG= III	26,683	27.9	20.8	21.5	39.7	0/ 99	N/A	18.7%	8% UP	7% UP	1% UP
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% ON	N/A	9% DN
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	92,912	31.6	22.8	24.9	43.6	0/ 99	N/A	8.2%	14% UP	12% UP	7% UP
IPG= I	2,363	36.9	25.3	29.8	49.4	3/ 99	N/A	.3%	8% DN	9% UP	7% ON
IPG= II	52,513	34.5	23.4	28.6	46.5	0/ 99	N/A	1.1%	20% UP	22% UP	17% UP
IPG= III	36,784	26.9	21.0	20.2	37.5	0/ 99	N/A	18.4%	5% UP	4% UP	5% DN
IPG= CASREP	31	37.9	28.4	23.0	66.1	4/ 92	N/A	N/A	17% ON	2% UP	18% DN
IPG= I CASREP	21	42.2	30.0	24.9	69.7	4/ 92	N/A	N/A	16% ON	56% UP	9% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% ON	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	24,171	30.7	22.5	24.7	41.9	0/ 99	N/A	1.6%	15% UP	6% UP	1% UP
IPG= I	998	40.0	25.5	31.1	56.3	3/ 99	N/A	N/A	14% UP	34% UP	8% UP
IPG= II	17,804	33.1	22.3	27.5	44.7	0/ 99	N/A	.7%	19% UP	12% UP	8% UP

RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET- NONDEPLOYED
CONSIGNEE- ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= III	4,821	18.6	18.4	12.1	21.8	0/ 99	N/A	5.3%	4% DN	29% DN	32% DN
IPG= CASREP	13	31.3	29.7	19.0	24.9	4/ 86	N/A	N/A	50% DN	44% DN	32% DN
IPG= I CASREP	6	37.8	37.0	18.5	82.0	4/ 86	N/A	N/A	24% DN	32% DN	27% DN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,375	31.7	23.7	23.7	45.8	0/ 99	N/A	25.9%	1% UP	22% UP	1% UP
IPG= I	21	34.9	22.9	29.2	53.0	10/ 87	N/A	14.3%	14% DN	12% DN	33% UP
IPG= II	826	37.9	27.5	30.7	60.0	3/ 99	N/A	18.3%	14% DN	8% DN	NO CHG
IPG= III	5,502	30.8	23.0	22.9	43.2	0/ 99	N/A	27.1%	4% UP	21% UP	1% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,236	31.8	22.7	25.0	43.9	0/ 99	N/A	9.0%	17% UP	13% UP	11% UP
IPG= I	1,336	34.7	25.0	28.9	46.0	4/ 99	N/A	.1%	22% DN	10% DN	20% DN
IPG= II	33,773	35.0	23.7	29.2	46.9	0/ 99	N/A	.9%	24% UP	34% UP	26% UP
IPG= III	26,449	27.7	20.6	21.4	39.2	0/ 99	N/A	18.9%	9% UP	6% UP	NO CHG
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	95,402	32.1	23.0	25.3	44.2	0/ 99	N/A	8.1%	15% UP	13% UP	9% UP
IPG= I	2,469	37.1	25.4	30.0	50.0	3/ 99	N/A	.2%	6% DN	10% UP	6% DN
IPG= II	54,249	35.0	23.6	29.1	47.3	0/ 99	N/A	1.1%	21% UP	23% UP	19% UP
IPG= III	37,284	27.2	21.2	20.5	38.1	0/ 99	N/A	18.2%	5% UP	5% UP	4% DN
IPG= CASREP	32	39.5	29.4	23.4	68.0	4/ 92	N/A	N/A	14% DN	6% UP	15% DN
IPG= I CASREP	22	44.3	30.9	25.5	75.5	4/ 92	N/A	N/A	11% DN	64% UP	5% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% DN	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	25,261	31.5	22.9	25.6	42.8	0/ 99	N/A	1.5%	16% UP	9% UP	3% UP
IPG= I	1,057	39.6	25.4	30.9	55.5	3/ 99	N/A	N/A	10% UP	32% UP	6% UP
IPG= II	18,621	33.8	22.6	28.1	45.4	0/ 99	N/A	.7%	20% UP	14% UP	10% UP
IPG= III	4,889	19.0	18.8	12.2	22.6	0/ 99	N/A	5.2%	3% DN	27% DN	31% DN
IPG= CASREP	14	35.4	32.5	19.5	75.5	4/ 89	N/A	N/A	43% DN	37% DN	23% DN
IPG= I CASREP	7	45.1	38.9	19.5	84.2	4/ 89	N/A	N/A	10% DN	19% DN	13% DN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,784	32.6	24.0	24.5	47.3	0/ 99	N/A	25.2%	4% UP	23% UP	4% UP
IPG= I	31	30.3	21.0	23.0	46.1	10/ 87	N/A	9.7%	25% DN	34% DN	11% UP
IPG= II	1,063	41.2	27.5	33.7	66.8	2/ 99	N/A	16.8%	5% DN	1% UP	9% UP
IPG= III	5,662	31.0	23.0	23.3	43.5	0/ 99	N/A	26.9%	4% UP	21% UP	1% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	63,062	32.2	22.9	25.3	44.4	0/ 99	N/A	8.9%	17% UP	14% UP	12% UP
IPG= I	1,364	35.5	25.5	29.6	47.3	4/ 99	N/A	.1%	17% DN	8% DN	16% DN
IPG= II	34,337	35.3	23.8	29.5	47.4	0/ 99	N/A	.8%	23% UP	34% UP	26% UP
IPG= III	26,683	27.9	20.8	21.5	39.7	0/ 99	N/A	18.7%	8% UP	7% UP	1% UP

INPUT FILE= RRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

****
* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

FLEET= NONDEPLOYED
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANORD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN

FLEET= NONDEPLOYED
CONSIGNEE= PACIFIC SHIPS

	NUMBER OF RQNS	AVERAGE STANDRD DEV MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	% CHANGE IN MEAN LAST QTR THIS QTR	% CHANGE IN MEAN SAME QTR LAST YR AGO TD THIS QTR	% CHANGE IN MEAN LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	41,781	32.9	21.9	27.3	43.1	0/ 99	N/A	3.6%	11% DN	10% DN	19% DN
IPG= I	4,561	23.8	15.0	21.1	28.6	0/ 98	N/A	.7%	61% DN*	19% DN	49% DN
IPG= II	28,395	35.4	22.5	30.4	46.9	0/ 99	N/A	1.9%	1% UP	2% DN	13% DN
IPG= III	8,067	28.9	20.8	22.8	39.1	0/ 99	N/A	10.2%	23% DN	17% DN	26% DN
IPG= CASREP	116	31.7	23.9	22.3	39.4	1/ 97	N/A	1.7%	30% DN	2% DN	21% DN
IPG= I CASREP	99	30.0	23.3	20.4	37.5	1/ 97	N/A	2.0%	6% UP	135% UP	12% DN
IPG= II CASREP	17	41.5	25.6	34.2	64.2	8/ 81	N/A	N/A	1% UP	N/A	24% UP
TRANS MODE= AIR											
IPG= ALL IPGS	16,817	32.9	20.0	28.5	40.4	0/ 99	N/A	.6%	8% DN	19% DN	16% DN
IPG= I	2,420	24.1	14.5	21.5	28.2	1/ 98	N/A	.1%	48% DN	21% DN	39% DN
IPG= II	13,738	34.2	20.2	30.6	42.7	0/ 99	N/A	.7%	6% UP	8% DN	9% DN
IPG= III	255	37.0	26.5	28.1	48.4	5/ 99	N/A	N/A	15% DN	40% DN	21% DN
IPG= CASREP	93	31.4	23.8	20.8	39.2	1/ 94	N/A	1.1%	13% DN	3% DN	12% DN
IPG= I CASREP	79	28.8	22.6	20.1	34.6	1/ 94	N/A	1.3%	17% UP	126% UP	1% DN
IPG= II CASREP	14	45.7	26.0	40.5	68.0	10/ 81	N/A	N/A	12% UP	N/A	31% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,041	35.1	20.4	30.4	43.7	0/ 99	N/A	10.4%	17% DN	14% DN	28% DN
IPG= I	130	24.2	19.6	17.3	24.6	8/ 97	N/A	6.9%	72% DN*	50% DN	66% DN*
IPG= II	2,438	38.6	19.7	35.7	44.7	0/ 98	N/A	7.3%	1% UP	24% DN	28% DN
IPG= III	3,439	32.9	20.5	28.0	42.7	0/ 99	N/A	12.6%	17% UP	13% DN	24% DN
IPG= CASREP	2	30.0	11.3	30.5	37.0	22/ 38	6	.0%	76% UP	N/A	76% UP
IPG= I CASREP	2	30.0	11.3	30.5	37.0	22/ 38	6	.0%	76% UP	N/A	76% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,608	32.0	23.8	24.3	44.8	0/ 99	N/A	4.1%	11% DN	3% DN	17% DN
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG= II	11,964	35.8	25.2	28.1	54.4	0/ 99	N/A	2.2%	NO CHG	11% UP	9% DN
IPG= III	4,332	25.1	19.8	17.2	34.0	0/ 99	N/A	9.0%	28% DN	17% DN	31% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN
IPG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% DN	N/A	24% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	30,783	32.8	22.1	27.6	43.3	0/ 99	N/A	3.6%	5% DN	8% DN	14% DN
IPG= I	3,044	24.5	16.3	21.2	29.8	0/ 98	N/A	.9%	53% DN*	18% DN	44% DN
IPG= II	20,778	35.2	22.5	30.9	46.4	0/ 99	N/A	1.8%	9% UP	3% UP	7% DN
IPG= III	6,283	28.2	21.2	21.6	39.2	0/ 99	N/A	9.8%	21% DN	17% DN	25% DN
IPG= CASREP	80	33.8	24.3	27.4	42.2	1/ 97	N/A	2.5%	28% DN	29% UP	18% DN
IPG= I CASREP	67	33.7	24.8	26.0	41.1	1/ 97	N/A	3.0%	22% UP	164% UP	1% DN
IPG= II CASREP	13	34.4	22.6	29.7	44.2	8/ 76	N/A	N/A	20% DN	N/A	3% DN
TRANS MODE= AIR											
IPG= ALL IPGS	9,411	33.3	18.9	31.2	40.2	1/ 99	N/A	.5%	1% UP	21% DN	13% DN
IPG= I	1,008	26.4	17.5	22.2	31.5	1/ 98	N/A	.3%	36% DN	16% DN	31% DN
IPG= II	7,902	33.8	18.5	31.9	40.8	1/ 99	N/A	.5%	22% UP	8% DN	5% DN
IPG= III	173	42.2	28.7	32.9	61.2	5/ 99	N/A	N/A	2% DN	32% DN	9% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

RRTMIS II. TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET = NONDEPLOYED
CONSIGNEE = PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANORD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK P1 = NSC/NSD											
TRANS MODE = AIR											
IPG = CASREP	59	34.0	24.0	27.6	42.6	1/ 94	N/A	1.7%	8% DN	30% UP	4% DN
IPG = I CASREP	49	33.2	24.2	26.0	40.2	1/ 94	N/A	2.0%	56% UP	160% UP	23% UP
IPG = II CASREP	10	38.1	24.1	35.5	55.5	10/ 76	N/A	N/A	12% ON	N/A	2% UP
TRANS MODE = SURFACE											
IPG = ALL IPGS	2,844	35.8	19.6	34.7	44.2	1/ 99	N/A	11.3%	24% UP	6% DN	3% DN
IPG = I	27	33.0	30.9	12.4	66.7	9/ 95	N/A	7.4%	N/A	32% DN	46% DN
IPG = II	1,007	38.8	14.7	38.1	43.6	4/ 96	N/A	7.7%	82% UP*	7% UP	43% UP
IPG = III	1,780	34.0	21.5	29.5	44.9	2/ 99	N/A	12.9%	3% UP	10% DN	12% DN
TRANS MODE = LOCAL DELIVERY											
IPG = ALL IPGS	18,475	32.0	23.8	24.2	44.9	0/ 99	N/A	4.0%	11% DN	3% DN	16% DN
IPG = I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% ON*	7% DN	54% DN*
IPG = II	11,851	35.9	25.3	28.0	54.8	0/ 99	N/A	2.2%	NO CHG	12% UP	9% ON
IPG = III	4,312	25.0	19.7	17.2	33.9	0/ 99	N/A	8.9%	28% ON	17% DN	31% DN
IPG = CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN
IPG = I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% ON	N/A	24% DN
IPG = II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	0%	N/A	N/A	16% DN
ISSUE SIK P1 = ALL NAVY											
TRANS MODE = ALL MODES											
IPG = ALL IPGS	32,408	33.9	22.8	28.5	45.0	0/ 99	N/A	3.5%	1% DN	5% DN	11% DN
IPG = I	3,139	24.7	16.5	21.4	30.0	0/ 98	N/A	8%	52% ON*	17% DN	44% DN
IPG = II	22,147	36.7	23.3	31.9	50.3	0/ 99	N/A	1.8%	14% UP	7% UP	3% DN
IPG = III	6,364	28.3	21.2	21.7	39.4	0/ 99	N/A	9.8%	21% DN	17% DN	25% DN
IPG = CASREP	81	34.2	24.5	27.7	43.4	1/ 97	N/A	2.5%	27% DN	31% UP	17% DN
IPG = I CASREP	67	33.7	24.8	26.0	41.1	1/ 97	N/A	3.0%	22% UP	164% UP	1% DN
IPG = II CASREP	14	36.9	23.7	30.5	55.5	8/ 76	N/A	N/A	15% ON	N/A	4% UP
TRANS MODE = AIR											
IPG = ALL IPGS	10,672	36.0	20.9	32.2	44.5	1/ 99	N/A	.4%	9% UP	15% ON	7% ON
IPG = I	1,092	26.7	17.8	22.4	32.1	1/ 98	N/A	.3%	36% DN	15% DN	30% DN
IPG = II	8,989	36.9	20.7	33.0	45.5	1/ 99	N/A	.5%	32% UP	NO CHG	3% UP
IPG = III	187	41.9	28.1	32.9	59.7	5/ 99	N/A	N/A	3% DN	32% DN	10% DN
IPG = CASREP	60	34.6	24.3	28.0	43.8	1/ 94	N/A	1.7%	6% DN	33% UP	2% DN
IPG = I CASREP	49	33.2	24.2	26.0	40.2	1/ 94	N/A	2.0%	56% UP	160% UP	23% UP
IPG = II CASREP	11	41.0	24.8	38.0	61.7	10/ 76	N/A	N/A	5% DN	N/A	10% UP
TRANS MODE = SURFACE											
IPG = ALL IPGS	3,055	37.0	20.6	35.4	45.3	0/ 99	N/A	11.0%	27% UP	3% DN	NO CHG
IPG = I	36	33.2	29.2	18.5	54.2	9/ 97	N/A	5.6%	N/A	32% DN	46% DN
IPG = II	1,164	41.5	17.8	38.8	45.3	0/ 96	N/A	7.8%	90% UP*	15% UP	46% UP
IPG = III	1,821	34.2	21.6	29.6	45.1	2/ 99	N/A	12.9%	3% UP	10% DN	12% DN
TRANS MODE = LOCAL DELIVERY											
IPG = ALL IPGS	18,525	32.0	23.8	24.2	44.9	0/ 99	N/A	4.1%	11% DN	3% DN	16% DN
IPG = I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG = II	11,882	35.9	25.3	28.1	54.7	0/ 99	N/A	2.2%	NO CHG	12% UP	9% DN
IPG = III	4,331	25.1	19.8	17.2	34.0	0/ 99	N/A	9.0%	28% DN	17% DN	31% DN
IPG = CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

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* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
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CODE (7, 5, ,)
DATE 09/11/85

FLEET= NONDEPLOYED
CONSIGNEE= PACIFIC SHIPS

	-DESCRIPTIVE STATISTICS-								-% CHANGE IN MEAN-		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
UFG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% DN	N/A	24% DN
UFG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN

FLEET= 2ND FLEET
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE DR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	113,946	32.3	22.5	26.3	43.7	0/ 99	N/A	8.4%	7% UP	10% UP	3% UP
IPG= I	3,275	34.7	24.1	27.4	45.8	3/ 99	N/A	.9%	14% DN	9% UP	11% DN
IPG= II	66,864	34.8	22.9	29.6	45.9	0/ 99	N/A	2.0%	12% UP	20% UP	11% UP
IPG= III	42,407	27.9	21.1	21.6	38.6	0/ 99	N/A	18.6%	1% DN	3% UP	7% DN
IPG= CASREP	51	34.1	27.2	21.9	56.7	4/ 92	N/A	2.0%	9% UP	8% UP	11% DN
IPG= I CASREP	30	40.3	29.2	24.2	65.5	4/ 92	N/A	3.3%	19% DN	40% UP	9% DN
IPG= II CASREP	21	25.4	21.8	20.0	25.2	5/ 77	N/A	N/A	17% DN	N/A	2% UP
TRANS MODE= AIR											
IPG= ALL IPGS	36,448	31.4	21.7	26.6	41.2	0/ 99	N/A	1.1%	5% UP	7% UP	2% DN
IPG= I	1,797	34.5	23.3	26.6	45.1	3/ 99	N/A	N/A	11% DN	22% UP	8% DN
IPG= II	28,304	33.2	21.4	28.5	43.1	0/ 99	N/A	.6%	6% UP	11% UP	2% UP
IPG= III	5,653	20.4	19.0	13.3	26.3	0/ 99	N/A	4.5%	ND CHG	22% DN	26% DN
IPG= CASREP	31	30.0	27.1	19.2	46.7	4/ 89	N/A	N/A	22% UP	8% UP	5% DN
IPG= I CASREP	14	38.0	31.5	19.5	58.0	4/ 89	N/A	N/A	24% DN	16% UP	17% DN
IPG= II CASREP	17	23.5	21.6	19.0	25.1	5/ 77	3	.0%	68% UP	N/A	47% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	13,810	34.9	22.9	28.8	45.5	0/ 99	N/A	25.0%	9% DN	10% UP	6% DN
IPG= I	92	27.6	18.0	22.4	33.0	5/ 98	N/A	28.3%	33% DN	19% DN	8% DN
IPG= II	3,779	41.8	23.3	38.4	54.0	2/ 99	N/A	22.2%	8% DN	15% UP	2% DN
IPG= III	9,911	32.4	22.2	25.7	42.7	0/ 99	N/A	26.0%	10% DN	10% UP	8% DN
IPG= CASREP	2	20.5	4.9	19.5	22.5	17/ 24	N/A	50.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	43	100.0%	N/A	N/A	N/A
IPG= II CASREP	1	24.0	.0	24.0	24.0	24/ 24	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,831	32.1	22.8	25.2	44.3	0/ 99	N/A	8.9%	16% UP	14% UP	12% UP
IPG= I	1,364	35.5	25.5	29.6	47.3	4/ 99	N/A	.1%	17% DN	8% DN	16% DN
IPG= II	34,215	35.2	23.8	29.5	47.3	0/ 99	N/A	9%	22% UP	34% UP	26% UP
IPG= III	26,574	27.8	20.7	21.5	39.6	0/ 99	N/A	18.8%	8% UP	7% UP	NO CHG
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN
ISSUE STK PT= USC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	92,557	31.5	22.7	24.8	43.5	0/ 99	N/A	8.3%	14% UP	12% UP	7% UP
IPG= I	2,359	36.8	25.2	29.8	49.4	3/ 99	N/A	.3%	8% DN	9% UP	7% DN
IPG= II	52,305	34.4	23.3	28.5	46.4	0/ 99	N/A	1.1%	20% UP	21% UP	17% UP
IPG= III	36,641	26.8	20.9	20.2	37.3	0/ 99	N/A	18.4%	4% UP	4% UP	5% DN
IPG= CASREP	31	37.9	28.4	23.0	66.1	4/ 92	N/A	N/A	17% DN	2% UP	18% DN
IPG= I CASREP	21	42.2	30.0	24.9	69.7	4/ 92	N/A	N/A	16% DN	56% UP	9% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% DN	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	24,085	30.6	22.5	24.7	41.8	0/ 99	N/A	1.6%	15% UP	6% UP	1% UP
IPG= I	994	39.8	25.4	31.1	56.0	3/ 99	N/A	N/A	13% UP	33% UP	8% UP
IPG= II	17,722	33.0	22.2	27.5	44.6	0/ 99	N/A	7%	18% UP	12% UP	8% UP

FLEET= 2ND FLEET
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= III	4,821	18.6	18.4	12.1	21.8	0/ 99	N/A	5.3%	4% ON	29% DN	32% ON
IPG= CASREP	13	31.3	29.7	19.0	24.9	4/ 86	N/A	N/A	50% ON	44% ON	32% ON
IPG= I CASREP	6	37.8	37.0	18.5	82.0	4/ 86	N/A	N/A	24% DN	32% ON	27% DN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,339	31.7	23.7	23.7	45.8	0/ 99	N/A	26.1%	1% UP	22% UP	1% UP
IPG= I	21	34.9	22.9	29.2	53.0	10/ 87	N/A	14.3%	14% DN	12% ON	33% UP
IPG= II	824	37.8	27.4	30.6	59.4	3/ 99	N/A	18.3%	14% DN	9% ON	NO CHG
IPG= III	5,468	30.7	23.0	22.9	43.3	0/ 99	N/A	27.3%	3% UP	21% UP	1% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,004	31.7	22.6	24.9	43.8	0/ 99	N/A	9.0%	16% UP	13% UP	11% UP
IPG= I	1,336	34.7	25.0	28.9	46.0	4/ 99	N/A	.1%	22% DN	10% DN	20% DN
IPG= II	33,650	34.9	23.6	29.2	46.8	0/ 99	N/A	9%	23% UP	34% UP	26% UP
IPG= III	26,340	27.5	20.5	21.3	39.0	0/ 99	N/A	19.0%	8% UP	6% UP	NO CHG
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% ON	N/A	9% ON
ISSUE SIK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	95,017	32.0	22.9	25.3	44.1	0/ 99	N/A	8.1%	14% UP	13% UP	8% UP
IPG= I	2,464	37.1	25.4	29.9	49.9	3/ 99	N/A	.2%	6% DN	10% UP	6% DN
IPG= II	54,013	34.9	23.5	29.0	47.2	0/ 99	N/A	1.1%	20% UP	23% UP	18% UP
IPG= III	37,140	27.1	21.1	20.4	38.0	0/ 99	N/A	18.3%	4% UP	4% UP	4% ON
IPG= CASREP	32	39.5	29.4	23.4	68.0	4/ 92	N/A	N/A	14% DN	6% UP	15% DN
IPG= I CASREP	22	44.3	30.9	25.5	75.5	4/ 92	N/A	N/A	11% DN	64% UP	5% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% ON	N/A	23% ON
TRANS MODE= AIR											
IPG= ALL IPGS	25,151	31.3	22.8	25.5	42.6	0/ 99	N/A	1.5%	16% UP	8% UP	3% UP
IPG= I	1,052	39.5	25.3	30.8	55.2	3/ 99	N/A	N/A	10% UP	32% UP	6% UP
IPG= II	18,516	33.7	22.5	28.0	45.2	0/ 99	N/A	.7%	20% UP	14% UP	10% UP
IPG= III	4,889	19.0	18.8	12.2	22.6	0/ 99	N/A	5.2%	3% ON	27% ON	31% ON
IPG= CASREP	14	35.4	32.5	19.5	75.5	4/ 89	N/A	N/A	43% DN	37% ON	23% DN
IPG= I CASREP	7	45.1	38.9	19.5	84.2	4/ 89	N/A	N/A	10% ON	19% ON	13% ON
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,742	32.6	24.0	24.5	47.3	0/ 99	N/A	25.4%	3% UP	23% UP	3% UP
IPG= I	31	30.3	21.0	23.0	46.1	10/ 87	N/A	9.7%	25% ON	34% ON	11% UP
IPG= II	1,056	40.9	27.4	33.5	66.2	2/ 99	N/A	17.0%	6% DN	NO CHG	9% UP
IPG= III	5,627	31.0	23.0	23.2	43.6	0/ 99	N/A	27.0%	4% UP	21% UP	1% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,830	32.1	22.8	25.2	44.3	0/ 99	N/A	8.9%	16% UP	14% UP	12% UP
IPG= I	1,364	35.5	25.5	29.6	47.3	4/ 99	N/A	.1%	17% DN	8% DN	16% DN
IPG= II	34,214	35.2	23.8	29.5	47.3	0/ 99	N/A	9%	22% UP	34% UP	26% UP
IPG= III	26,574	27.8	20.7	21.5	39.6	0/ 99	N/A	18.8%	8% UP	7% UP	NO CHG

INPUT FILE= RRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

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* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
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FLEET= 2ND FLEET
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN

RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= 2ND FLEET
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	113,946	32.3	22.5	26.3	43.7	0/ 99	N/A	8.4%	7% UP	10% UP	3% UP
IPG= I	3,275	34.7	24.1	27.4	45.8	3/ 99	N/A	.9%	14% DN	9% UP	11% ON
IPG= II	66,864	34.8	22.9	29.6	45.9	0/ 99	N/A	2.0%	12% UP	20% UP	11% UP
IPG= III	42,407	27.9	21.1	21.6	38.6	0/ 99	N/A	18.6%	1% DN	3% UP	7% DN
IPG= CASREP	51	34.1	27.2	21.9	56.7	4/ 92	N/A	2.0%	9% UP	8% UP	11% DN
IPG= I CASREP	30	40.3	29.2	24.2	65.5	4/ 92	N/A	3.3%	19% DN	40% UP	9% DN
IPG= II CASREP	21	25.4	21.8	20.0	25.2	5/ 77	N/A	N/A	17% DN	N/A	2% UP
TRANS MODE= AIR											
IPG= ALL IPGS	36,448	31.4	21.7	26.6	41.2	0/ 99	N/A	1.1%	5% UP	7% UP	2% DN
IPG= I	1,797	34.5	23.3	26.6	45.1	3/ 99	N/A	N/A	11% DN	22% UP	8% DN
IPG= II	28,304	33.2	21.4	28.5	43.1	0/ 99	N/A	.6%	6% UP	11% UP	2% UP
IPG= III	5,653	20.4	19.0	13.3	26.3	0/ 99	N/A	4.5%	NO CHG	22% ON	26% DN
IPG= CASREP	31	30.0	27.1	19.2	46.7	4/ 89	N/A	N/A	22% UP	8% UP	5% DN
IPG= I CASREP	14	38.0	31.5	19.5	58.0	4/ 89	N/A	N/A	24% DN	16% UP	17% DN
IPG= II CASREP	17	23.5	21.6	19.0	25.1	5/ 77	3	.0%	68% UP	N/A	47% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	13,810	34.9	22.9	28.8	45.5	0/ 99	N/A	25.0%	9% DN	10% UP	6% DN
IPG= I	92	27.6	18.0	22.4	33.0	5/ 98	N/A	28.3%	33% DN	19% DN	8% DN
IPG= II	3,779	41.8	23.3	38.4	54.0	2/ 99	N/A	22.2%	8% DN	15% UP	2% DN
IPG= III	9,911	32.4	22.2	25.7	42.7	0/ 99	N/A	26.0%	10% ON	10% UP	8% DN
IPG= CASREP	2	20.5	4.9	19.5	22.5	17/ 24	N/A	50.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	43	100.0%	N/A	N/A	N/A
IPG= II CASREP	1	24.0	.0	24.0	24.0	24/ 24	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,831	32.1	22.8	25.2	44.3	0/ 99	N/A	8.9%	16% UP	14% UP	12% UP
IPG= I	1,364	35.5	25.5	29.6	47.3	4/ 99	N/A	.1%	17% DN	8% DN	16% DN
IPG= II	34,215	35.2	23.8	29.5	47.3	0/ 99	N/A	.9%	22% UP	34% UP	26% UP
IPG= III	26,574	27.8	20.7	21.5	39.6	0/ 99	N/A	18.8%	8% UP	7% UP	NO CHG
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	92,557	31.5	22.7	24.8	43.5	0/ 99	N/A	8.3%	14% UP	12% UP	7% UP
IPG= I	2,359	36.8	25.2	29.8	49.4	3/ 99	N/A	.3%	8% DN	9% UP	7% DN
IPG= II	52,305	34.4	23.3	28.5	46.4	0/ 99	N/A	1.1%	20% UP	21% UP	17% UP
IPG= III	36,641	26.8	20.9	20.2	37.3	0/ 99	N/A	18.4%	4% UP	4% UP	5% DN
IPG= CASREP	31	37.9	28.4	23.0	66.1	4/ 92	N/A	N/A	17% DN	2% UP	18% DN
IPG= I CASREP	21	42.2	30.0	24.9	69.7	4/ 92	N/A	N/A	16% DN	56% UP	9% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% DN	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	24,085	30.6	22.5	24.7	41.8	0/ 99	N/A	1.6%	15% UP	6% UP	1% UP
IPG= I	994	39.8	25.4	31.1	56.0	3/ 99	N/A	N/A	13% UP	33% UP	8% UP
IPG= II	17,722	33.0	22.2	27.5	44.6	0/ 99	N/A	.7%	18% UP	12% UP	8% UP

RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= 2ND FLEET
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE DR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO QTR THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= III	4,821	18.6	18.4	12.1	21.8	0/ 99	N/A	5.3%	4% ON	29% DN	32% ON
IPG= CASREP	13	31.3	29.7	19.0	24.9	4/ 86	N/A	N/A	50% ON	44% DN	32% DN
IPG= I CASREP	6	37.8	37.0	18.5	82.0	4/ 86	N/A	N/A	24% ON	32% DN	27% DN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,339	31.7	23.7	23.7	45.8	0/ 99	N/A	26.1%	1% UP	22% UP	1% UP
IPG= I	21	34.9	22.9	29.2	53.0	10/ 87	N/A	14.3%	14% DN	12% DN	33% UP
IPG= II	824	37.8	27.4	30.6	59.4	3/ 99	N/A	18.3%	14% DN	9% DN	ND CHG
IPG= III	5,468	30.7	23.0	22.9	43.3	0/ 99	N/A	27.3%	3% UP	21% UP	1% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,004	31.7	22.6	24.9	43.8	0/ 99	N/A	9.0%	16% UP	13% UP	11% UP
IPG= I	1,336	34.7	25.0	28.9	46.0	4/ 99	N/A	.1%	22% ON	10% DN	20% ON
IPG= II	33,650	34.9	23.6	29.2	46.8	0/ 99	N/A	.9%	23% UP	34% UP	26% UP
IPG= III	26,340	27.5	20.5	21.3	39.0	0/ 99	N/A	19.0%	8% UP	6% UP	ND CHG
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	8% ON
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% ON
ISSUE SIK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	95,017	32.0	22.9	25.3	44.1	0/ 99	N/A	8.1%	14% UP	13% UP	8% UP
IPG= I	2,464	37.1	25.4	29.9	49.9	3/ 99	N/A	2%	6% DN	10% UP	6% ON
IPG= II	54,013	34.9	23.5	29.0	47.2	0/ 99	N/A	1.1%	20% UP	23% UP	18% UP
IPG= III	37,140	27.1	21.1	20.4	38.0	0/ 99	N/A	18.3%	4% UP	4% UP	4% DN
IPG= CASREP	32	39.5	29.4	23.4	68.0	4/ 92	N/A	N/A	14% DN	6% UP	15% DN
IPG= I CASREP	22	44.3	30.9	25.5	75.5	4/ 92	N/A	N/A	11% DN	64% UP	5% DN
IPG= II CASREP	10	29.0	23.9	20.5	24.7	7/ 77	N/A	N/A	39% DN	N/A	23% DN
TRANS MODE= AIR											
IPG= ALL IPGS	25,151	31.3	22.8	25.5	42.6	0/ 99	N/A	1.5%	16% UP	8% UP	3% UP
IPG= I	1,052	39.5	25.3	30.8	55.2	3/ 99	N/A	N/A	10% UP	32% UP	6% UP
IPG= II	18,516	33.7	22.5	28.0	45.2	0/ 99	N/A	.7%	20% UP	14% UP	10% UP
IPG= III	4,889	19.0	18.8	12.2	22.6	0/ 99	N/A	5.2%	3% DN	27% DN	31% DN
IPG= CASREP	14	35.4	32.5	19.5	75.5	4/ 89	N/A	N/A	43% DN	37% ON	23% DN
IPG= I CASREP	7	45.1	38.9	19.5	84.2	4/ 89	N/A	N/A	10% DN	19% DN	13% DN
IPG= II CASREP	7	25.7	23.4	19.5	23.6	7/ 77	3	.0%	N/A	N/A	186% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,742	32.6	24.0	24.5	47.3	0/ 99	N/A	25.4%	3% UP	23% UP	3% UP
IPG= I	31	30.3	21.0	23.0	46.1	10/ 87	N/A	9.7%	25% DN	34% DN	11% UP
IPG= II	1,056	40.9	27.4	33.5	66.2	2/ 99	N/A	17.0%	6% ON	NO CHG	9% UP
IPG= III	5,627	31.0	23.0	23.2	43.6	0/ 99	N/A	27.0%	4% UP	21% UP	1% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	62,830	32.1	22.8	25.2	44.3	0/ 99	N/A	8.9%	16% UP	14% UP	12% UP
IPG= I	1,364	35.5	25.5	29.6	47.3	4/ 99	N/A	1%	17% DN	8% DN	16% DN
IPG= II	34,214	35.2	23.8	29.5	47.3	0/ 99	N/A	9%	22% UP	34% UP	26% UP
IPG= III	26,574	27.8	20.7	21.5	39.6	0/ 99	N/A	18.8%	8% UP	7% UP	ND CHG

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

*** RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS ***

FLEET= 2ND FLEET
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= CASREP	18	42.7	27.3	25.5	66.7	10/ 92	N/A	N/A	4% UP	19% UP	.8% DN
IPG= I CASREP	15	43.9	28.0	28.0	68.0	10/ 92	N/A	N/A	N/A	251% UP	13% UP
IPG= II CASREP	3	36.7	28.4	23.0	62.7	16/ 69	N/A	N/A	22% DN	N/A	9% DN

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 DEC 1984

* RRTMIS II TRANSPORTATION TIME REPORT -- FOR FLEETS *

FLEET= GOV FLEET
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	37,281	33.9	19.8	27.6	41.0	0/ 99	N/A	6.8%	2% UP	2% UP	3% DN
IPG= I	3,795	28.1	15.4	24.4	33.2	3/ 99	N/A	1.7%	1% UP	1% DN	11% DN
IPG= II	21,832	31.1	18.0	26.6	35.4	0/ 99	N/A	.8%	5% DN	7% DN	11% DN
IPG= III	10,484	40.4	22.5	32.6	59.5	0/ 99	N/A	21.8%	1% UP	1% DN	8% DN
IPG= CASREP	42	28.1	21.3	21.6	34.2	5/ 93	N/A	N/A	25% DN	43% DN	21% DN
IPG= I CASREP	42	28.1	21.3	21.6	34.2	5/ 93	N/A	N/A	24% DN	43% DN	20% DN
TRANS MODE= AIR											
IPG= ALL IPGS	27,628	30.7	17.3	26.3	35.4	0/ 99	N/A	.1%	2% DN	5% DN	8% DN
IPG= I	3,661	28.0	15.4	24.4	33.2	3/ 99	N/A	N/A	1% UP	1% DN	12% DN
IPG= II	19,872	30.2	17.0	26.4	34.5	0/ 99	N/A	.1%	3% DN	9% DN	12% DN
IPG= III	2,967	31.3	17.6	25.0	36.3	3/ 98	N/A	.0%	4% DN	22% DN	3% UP
IPG= CASREP	37	29.0	22.5	21.0	39.2	5/ 93	N/A	N/A	22% DN	41% DN	18% DN
IPG= I CASREP	37	29.0	22.5	21.0	39.2	5/ 93	N/A	N/A	22% DN	41% DN	18% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	8,336	41.3	23.0	34.3	60.4	0/ 99	N/A	28.5%	3% DN	18% UP	4% UP
IPG= I	110	30.0	15.2	24.2	35.1	7/ 86	N/A	60.0%	6% DN	30% DN	18% DN
IPG= II	1,525	36.9	23.2	28.7	52.0	1/ 99	N/A	10.9%	24% DN	32% UP	10% DN
IPG= III	6,675	42.4	22.9	37.0	62.0	0/ 99	N/A	31.9%	7% UP	16% UP	10% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,250	53.5	23.2	52.4	74.5	1/ 99	N/A	11.9%	4% UP	17% DN	NO CHG
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	412	50.4	23.7	50.5	72.8	7/ 99	N/A	N/A	6% DN	18% DN	21% UP
IPG= III	798	56.0	22.3	55.7	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	31,202	33.9	19.6	27.6	40.7	0/ 99	N/A	7.1%	7% UP	3% DN	1% ON
IPG= I	2,879	28.8	15.8	24.9	34.0	3/ 98	N/A	1.0%	6% UP	4% DN	9% DN
IPG= II	18,018	31.2	17.5	26.8	35.3	1/ 99	N/A	.7%	3% UP	12% DN	9% DN
IPG= III	9,333	39.4	22.4	30.7	57.7	0/ 99	N/A	22.1%	4% UP	6% DN	8% DN
IPG= CASREP	36	28.8	22.2	21.7	35.5	5/ 93	N/A	N/A	21% DN	41% DN	17% DN
IPG= I CASREP	36	28.8	22.2	21.7	35.5	5/ 93	N/A	N/A	20% DN	41% DN	15% DN
TRANS MODE= AIR											
IPG= ALL IPGS	22,933	30.9	17.0	26.5	35.4	1/ 99	N/A	0%	4% UP	10% DN	6% DN
IPG= I	2,792	28.7	15.7	24.9	33.9	3/ 98	N/A	N/A	6% UP	4% DN	10% DN
IPG= II	16,363	30.3	16.5	26.6	34.3	1/ 99	N/A	.0%	4% UP	14% DN	10% DN
IPG= III	2,834	31.2	17.4	24.9	35.9	3/ 98	N/A	0%	3% DN	20% DN	5% UP
IPG= CASREP	31	29.9	23.7	21.1	46.7	5/ 93	N/A	N/A	18% DN	39% DN	13% DN
IPG= I CASREP	31	29.9	23.7	21.1	46.7	5/ 93	N/A	N/A	17% DN	39% DN	12% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	7,013	40.3	22.9	32.4	58.7	0/ 99	N/A	29.5%	4% UP	22% UP	11% UP

* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

FLEET: SSN FLEET
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= SURFACE											
IPG= I	63	35.1	14.0	29.1	50.7	15/ 69	N/A	47.6%	25% UP	N/A	25% UP
IPG= II	1,243	36.4	22.3	28.5	50.9	1/ 99	N/A	9.1%	31% DN	47% UP	NO CHG
IPG= III	5,691	41.1	23.0	34.0	60.7	0/ 99	N/A	33.7%	11% UP	15% UP	14% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,243	53.7	23.1	52.9	74.6	1/ 99	N/A	11.7%	4% UP	17% DN	1% UP
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	410	50.5	23.7	50.9	72.9	7/ 99	N/A	N/A	5% DN	18% DN	21% UP
IPG= III	797	56.1	22.2	55.8	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	31,896	34.0	19.7	27.6	41.1	0/ 99	N/A	7.0%	8% UP	2% DN	1% DN
IPG= I	3,005	29.2	16.4	25.0	34.4	3/ 99	N/A	1.0%	8% UP	2% DN	8% DN
IPG= II	18,332	31.2	17.6	26.8	35.3	1/ 99	N/A	.7%	3% UP	12% DN	9% DN
IPG= III	9,389	39.5	22.4	30.8	57.7	0/ 99	N/A	22.1%	4% UP	6% DN	8% DN
IPG= CASREP	37	28.5	21.9	21.4	34.2	5/ 93	N/A	N/A	22% DN	42% DN	18% DN
IPG= I CASREP	37	28.5	21.9	21.4	34.2	5/ 93	N/A	N/A	21% DN	42% DN	16% DN
TRANS MODE= AIR											
IPG= ALL IPGS	23,541	31.1	17.2	26.5	35.7	1/ 99	N/A	.0%	5% UP	9% DN	5% DN
IPG= I	2,917	29.0	16.3	25.0	34.3	3/ 99	N/A	N/A	7% UP	2% DN	8% DN
IPG= II	16,650	30.3	16.6	26.5	34.4	1/ 99	N/A	.0%	4% UP	14% DN	10% DN
IPG= III	2,846	31.2	17.4	24.9	36.0	3/ 98	N/A	.0%	2% DN	23% DN	4% UP
IPG= CASREP	32	29.5	23.4	20.5	44.2	5/ 93	N/A	N/A	19% DN	40% DN	14% DN
IPG= I CASREP	32	29.5	23.4	20.5	44.2	5/ 93	N/A	N/A	18% DN	40% DN	13% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	7,091	40.3	22.9	32.5	58.8	0/ 99	N/A	29.4%	4% UP	22% UP	11% UP
IPG= I	64	35.9	15.3	29.4	51.3	15/ 86	N/A	46.9%	27% UP	N/A	27% UP
IPG= II	1,267	36.2	22.4	28.3	50.8	1/ 99	N/A	9.2%	31% DN	47% UP	1% DN
IPG= III	5,734	41.2	23.0	34.1	60.8	0/ 99	N/A	33.6%	11% UP	15% UP	14% UP
IPG= CASREP	1	17.0	0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,250	53.5	23.2	52.4	74.5	1/ 99	N/A	11.9%	4% UP	17% DN	NO CHG
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	412	50.4	23.7	50.5	72.8	7/ 99	N/A	N/A	6% DN	18% DN	21% UP
IPG= III	798	56.0	22.3	55.7	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A

FLEET- 6TH FLEET
CONSIGNEE- ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI- ATION	MEDIAN VALUE	75TH PERCEN- TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	37,281	33.9	19.8	27.6	41.0	0/ 99	N/A	6.8%	2% UP	2% UP	3% DN
IPG= I	3,795	28.1	15.4	24.4	33.2	3/ 99	N/A	1.7%	1% UP	1% DN	11% DN
IPG= II	21,832	31.1	18.0	26.6	35.4	0/ 99	N/A	.8%	5% DN	7% DN	11% DN
IPG= III	10,484	40.4	22.5	32.6	59.5	0/ 99	N/A	21.8%	1% UP	1% DN	8% DN
IPG= CASREP	42	28.1	21.3	21.6	34.2	5/ 93	N/A	N/A	25% DN	43% DN	21% DN
IPG= I CASREP	42	28.1	21.3	21.6	34.2	5/ 93	N/A	N/A	24% DN	43% DN	20% DN
TRANS MODE= AIR											
IPG= ALL IPGS	27,628	30.7	17.3	26.3	35.4	0/ 99	N/A	.1%	2% DN	5% DN	8% DN
IPG= I	3,661	28.0	15.4	24.4	33.2	3/ 99	N/A	N/A	1% UP	1% DN	12% DN
IPG= II	19,872	30.2	17.0	26.4	34.5	0/ 99	N/A	.1%	3% DN	9% DN	12% DN
IPG= III	2,967	31.3	17.6	25.0	36.3	3/ 98	N/A	0%	4% DN	22% DN	3% UP
IPG= CASREP	37	29.0	22.5	21.0	39.2	5/ 93	N/A	N/A	22% DN	41% DN	18% DN
IPG= I CASREP	37	29.0	22.5	21.0	39.2	5/ 93	N/A	N/A	22% DN	41% DN	18% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	8,336	41.3	23.0	34.3	60.4	0/ 99	N/A	28.5%	3% DN	18% UP	4% UP
IPG= I	110	30.0	15.2	24.2	35.1	7/ 86	N/A	60.0%	6% DN	30% DN	18% DN
IPG= II	1,525	36.9	23.2	28.7	52.0	1/ 99	N/A	10.9%	24% DN	32% UP	10% DN
IPG= III	6,675	42.4	22.9	37.0	62.0	0/ 99	N/A	31.9%	7% UP	16% UP	10% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,250	53.5	23.2	52.4	74.5	1/ 99	N/A	11.9%	4% UP	17% DN	NO CHG
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	412	50.4	23.7	50.5	72.8	7/ 99	N/A	N/A	6% DN	18% DN	21% UP
IPG= III	798	56.0	22.3	55.7	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	0%	N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	0%	N/A	N/A	N/A
ISSUE STK PT= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	31,202	33.9	19.6	27.6	40.7	0/ 99	N/A	7.1%	7% UP	3% DN	1% DN
IPG= I	2,879	28.8	15.8	24.9	34.0	3/ 98	N/A	1.0%	6% UP	4% DN	9% DN
IPG= II	18,018	31.2	17.5	26.8	35.3	1/ 99	N/A	.7%	3% UP	12% DN	9% DN
IPG= III	9,333	39.4	22.4	30.7	57.7	0/ 99	N/A	22.1%	4% UP	6% DN	8% DN
IPG= CASREP	36	28.8	22.2	21.7	35.5	5/ 93	N/A	N/A	21% DN	41% DN	17% DN
IPG= I CASREP	36	28.8	22.2	21.7	35.5	5/ 93	N/A	N/A	20% DN	41% DN	15% DN
TRANS MODE= AIR											
IPG= ALL IPGS	22,933	30.9	17.0	26.5	35.4	1/ 99	N/A	0%	4% UP	10% DN	6% DN
IPG= I	2,792	28.7	15.7	24.9	33.9	3/ 98	N/A	N/A	6% UP	4% DN	10% DN
IPG= II	16,363	30.3	16.5	26.6	34.3	1/ 99	N/A	0%	4% UP	11% DN	10% DN
IPG= III	2,834	31.2	17.4	24.9	35.9	3/ 98	N/A	.0%	3% DN	20% DN	5% UP
IPG= CASREP	31	29.9	23.7	21.1	46.7	5/ 93	N/A	N/A	18% DN	39% DN	13% DN
IPG= I CASREP	31	29.9	23.7	21.1	46.7	5/ 93	N/A	N/A	17% DN	39% DN	12% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	7,013	40.3	22.9	32.4	58.7	0/ 99	N/A	29.5%	4% UP	22% UP	11% UP

FLEET= 6TH FLEET
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= SURFACE											
IPG= I	63	35.1	14.0	29.1	50.7	15/ 69	N/A	47.6%	25% UP	N/A	25% UP
IPG= II	1,243	36.4	22.3	28.5	50.9	1/ 99	N/A	9.1%	31% DN	47% UP	NO CHG
IPG= III	5,691	41.1	23.0	34.0	60.7	0/ 99	N/A	33.7%	11% UP	15% UP	14% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,243	53.7	23.1	52.9	74.6	1/ 99	N/A	11.7%	4% UP	17% DN	1% UP
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	410	50.5	23.7	50.9	72.9	7/ 99	N/A	N/A	5% DN	18% DN	21% UP
IPG= III	797	56.1	22.2	55.8	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	31,896	34.0	19.7	27.6	41.1	0/ 99	N/A	7.0%	8% UP	2% DN	1% DN
IPG= I	3,005	29.2	16.4	25.0	34.4	3/ 99	N/A	1.0%	8% UP	2% DN	8% DN
IPG= II	18,332	31.2	17.6	26.8	35.3	1/ 99	N/A	.7%	3% UP	12% DN	9% DN
IPG= III	9,389	39.5	22.4	30.8	57.7	0/ 99	N/A	22.1%	4% UP	6% DN	8% DN
IPG= CASREP	37	28.5	21.9	21.4	34.2	5/ 93	N/A	N/A	23% DN	42% DN	18% DN
IPG= I CASREP	37	28.5	21.9	21.4	34.2	5/ 93	N/A	N/A	21% DN	42% DN	16% DN
TRANS MODE= AIR											
IPG= ALL IPGS	23,541	31.1	17.2	26.5	35.7	1/ 99	N/A	.0%	5% UP	9% DN	5% DN
IPG= I	2,917	29.0	16.3	25.0	34.3	3/ 99	N/A	N/A	7% UP	2% DN	8% DN
IPG= II	16,650	30.3	16.6	26.5	34.4	1/ 99	N/A	.0%	4% UP	14% DN	10% DN
IPG= III	2,846	31.2	17.4	24.9	36.0	3/ 98	N/A	.0%	2% DN	23% DN	4% UP
IPG= CASREP	32	29.5	23.4	20.5	44.2	5/ 93	N/A	N/A	19% DN	40% DN	14% DN
IPG= I CASREP	32	29.5	23.4	20.5	44.2	5/ 93	N/A	N/A	18% DN	40% DN	13% DN
TRANS MODE= SURFACE											
IPG= ALL IPGS	7,091	40.3	22.9	32.5	58.8	0/ 99	N/A	29.4%	4% UP	22% UP	11% UP
IPG= I	64	35.9	15.3	29.4	51.3	15/ 86	N/A	46.9%	27% UP	N/A	27% UP
IPG= II	1,267	36.2	22.4	28.3	50.8	1/ 99	N/A	9.2%	31% DN	47% UP	1% DN
IPG= III	5,734	41.2	23.0	34.1	60.8	0/ 99	N/A	33.6%	11% UP	15% UP	14% UP
IPG= CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
IPG= I CASREP	1	17.0	.0	17.0	17.0	17/ 17	6	.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	1,250	53.5	23.2	52.4	74.5	1/ 99	N/A	11.9%	4% UP	17% DN	NO CHG
IPG= I	24	27.5	23.8	19.7	23.8	6/ 91	N/A	N/A	5% UP	20% DN	3% DN
IPG= II	412	50.4	23.7	50.5	72.8	7/ 99	N/A	N/A	6% DN	18% DN	21% UP
IPG= III	798	56.0	22.3	55.7	77.0	1/ 99	N/A	18.2%	1% DN	20% DN	30% DN
IPG= CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A
IPG= I CASREP	4	22.7	.5	22.0	22.7	22/ 23	2	.0%	N/A	N/A	N/A

• RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS •

FLEET= 3RD FLEET
CONSIGNEE= ALL CONSIGNEES

	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	% CHANGE IN MEAN LAST QTR TO THIS QTR	% CHANGE IN MEAN SAME QTR YR AGO TO THIS QTR	% CHANGE IN MEAN LAST FOUR QTRS TO THIS QTR
ISSUE SIK PI= ALL SIK PIS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	46,658	36.1	24.0	29.4	50.2	0/ 99	N/A	3.2%	2% DN	1% DN	11% DN
IPG= I	4,570	23.9	15.1	21.2	28.6	0/ 98	N/A	.7%	60% DN•	19% DN	49% DN
IPG= II	32,739	39.3	24.7	32.5	59.5	0/ 99	N/A	1.7%	14% UP	8% UP	3% DN
IPG= III	8,591	30.5	21.9	24.0	42.0	0/ 99	N/A	9.6%	18% DN	12% DN	22% DN
IPG= CASREP	116	31.7	23.9	22.3	39.4	1/ 97	N/A	1.7%	30% DN	2% DN	21% DN
IPG= I CASREP	99	30.0	23.3	20.4	37.5	1/ 97	N/A	2.0%	6% UP	135% UP	12% DN
IPG= II CASREP	17	41.5	25.6	34.2	64.2	8/ 81	N/A	N/A	1% UP	N/A	24% UP
TRANS MODE= AIR											
IPG= ALL IPGS	17,472	34.2	21.0	29.3	42.9	0/ 99	N/A	.6%	4% DN	16% DN	13% DN
IPG= I	2,429	24.2	14.7	21.5	28.3	1/ 98	N/A	.1%	47% DN	21% DN	39% DN
IPG= II	14,359	35.7	21.2	31.3	45.3	0/ 99	N/A	.7%	11% UP	5% DN	6% DN
IPG= III	280	38.9	26.8	29.6	56.2	5/ 99	N/A	N/A	11% DN	37% DN	17% DN
IPG= CASREP	93	31.4	23.8	20.8	39.2	1/ 94	N/A	1.1%	13% DN	3% DN	12% DN
IPG= I CASREP	79	28.8	22.6	20.1	34.6	1/ 94	N/A	1.3%	17% UP	126% UP	1% DN
IPG= II CASREP	14	45.7	26.0	40.5	68.0	10/ 81	N/A	N/A	12% UP	N/A	31% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	9,586	45.6	25.6	37.3	72.8	0/ 99	N/A	6.6%	9% UP	12% UP	5% DN
IPG= I	130	24.2	19.6	17.3	24.6	8/ 97	N/A	6.9%	72% DN•	50% DN	66% DN•
IPG= II	5,629	53.4	25.5	50.2	77.6	0/ 98	N/A	3.2%	37% UP	6% UP	1% ON
IPG= III	3,793	34.9	21.5	29.2	47.8	0/ 99	N/A	11.4%	10% DN	8% DN	19% ON
IPG= CASREP	2	30.0	11.3	30.5	37.0	22/ 38	6	.0%	76% UP	N/A	76% UP
IPG= I CASREP	2	30.0	11.3	30.5	37.0	22/ 38	6	.0%	76% UP	N/A	76% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,840	32.3	24.0	24.5	45.2	0/ 99	N/A	4.0%	9% DN	2% ON	15% DN
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN•	7% DN	54% DN•
IPG= II	12,087	36.1	25.4	28.3	54.9	0/ 99	N/A	2.2%	3% UP	12% UP	7% ON
IPG= III	4,441	25.8	20.5	17.7	35.3	0/ 99	N/A	8.8%	25% DN	15% ON	29% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN
IPG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% DN	N/A	24% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN
ISSUE SIK PI= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	31,138	33.0	22.3	27.7	43.6	0/ 99	N/A	3.6%	3% DN	7% DN	13% DN
IPG= I	3,048	24.6	16.4	21.3	29.8	0/ 98	N/A	.9%	52% DN•	18% DN	44% DN
IPG= II	20,986	35.5	22.7	31.0	46.7	0/ 99	N/A	1.8%	11% UP	4% UP	5% DN
IPG= III	6,426	28.7	21.6	22.0	39.7	0/ 99	N/A	9.5%	20% DN	16% DN	23% DN
IPG= CASREP	80	33.8	24.3	27.4	42.2	1/ 97	N/A	2.5%	28% DN	29% UP	18% DN
IPG= I CASREP	67	33.7	24.8	26.0	41.1	1/ 97	N/A	3.0%	22% UP	164% UP	1% DN
IPG= II CASREP	13	34.4	22.6	29.7	44.2	8/ 76	N/A	N/A	20% DN	N/A	3% DN
TRANS MODE= AIR											
IPG= ALL IPGS	9,497	33.5	19.1	31.2	40.4	1/ 99	N/A	5%	2% UP	21% DN	13% DN
IPG= I	1,012	26.6	17.9	22.2	31.6	1/ 98	N/A	.3%	36% DN	16% DN	30% DN
IPG= II	7,984	34.0	18.7	31.9	41.0	1/ 99	N/A	5%	22% UP	8% DN	5% DN
IPG= III	173	42.2	28.7	32.9	61.2	5/ 99	N/A	N/A	2% DN	32% DN	9% DN

• INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE- RRTMIS
PERIODICITY- QUARTERLY
TIME PERIOD- OCT 1984 DEC 1984

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* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
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CODE (10, 1, ,)
DATE 09/11/85

FLEET- 3RD FLEET
CONSIGNEE- ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PI= NSC/NSD											
TRANS MODE= AIR											
IPG= CASREP	59	34.0	24.0	27.6	42.6	1/ 94	N/A	1.7%	8% DN	30% UP	4% DN
IPG= I CASREP	49	33.2	24.2	26.0	40.2	1/ 94	N/A	2.0%	56% UP	160% UP	23% UP
IPG= II CASREP	10	38.1	24.1	35.5	55.5	10/ 76	N/A	N/A	12% DN	N/A	2% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	2,880	35.8	19.7	34.5	44.1	1/ 99	N/A	11.1%	25% UP	6% DN	2% DN
IPG= I	27	33.0	30.9	12.4	66.7	9/ 95	N/A	7.4%	N/A	32% DN	46% DN
IPG= II	1,009	38.9	14.8	38.1	43.6	4/ 96	N/A	7.7%	82% UP*	8% UP	43% UP
IPG= III	1,814	34.0	21.5	29.2	44.8	2/ 99	N/A	12.7%	5% UP	10% DN	11% DN
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,707	32.3	24.1	24.4	45.3	0/ 99	N/A	4.0%	9% DN	2% DN	15% DN
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG= II	11,974	36.1	25.5	28.2	55.3	0/ 99	N/A	2.2%	3% UP	12% UP	7% DN
IPG= III	4,421	25.8	20.5	17.7	35.3	0/ 99	N/A	8.7%	25% DN	15% DN	29% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN
IPG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% DN	N/A	24% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN
ISSUE SIK PI= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	32,793	34.2	23.0	28.7	45.4	0/ 99	N/A	3.5%	NO CHG	4% DN	10% DN
IPG= I	3,144	24.8	16.6	21.4	30.1	0/ 98	N/A	.8%	52% DN*	17% DN	44% DN
IPG= II	22,383	37.0	23.5	32.0	50.9	0/ 99	N/A	1.8%	16% UP	8% UP	2% DN
IPG= III	6,508	28.8	21.6	22.1	39.9	0/ 99	N/A	9.6%	19% DN	16% DN	23% DN
IPG= CASREP	81	34.2	24.5	27.7	43.4	1/ 97	N/A	2.5%	27% DN	31% UP	17% DN
IPG= I CASREP	67	33.7	24.8	26.0	41.1	1/ 97	N/A	3.0%	22% UP	164% UP	1% DN
IPG= II CASREP	14	36.9	23.7	30.5	55.5	8/ 76	N/A	N/A	15% DN	N/A	4% UP
TRANS MODE= AIR											
IPG= ALL IPGS	10,782	36.2	21.1	32.3	44.9	1/ 99	N/A	4%	10% UP	15% DN	6% DN
IPG= I	1,097	26.9	18.1	22.5	32.2	1/ 98	N/A	.3%	36% DN	14% DN	30% DN
IPG= II	9,094	37.1	21.0	33.1	46.1	1/ 99	N/A	.5%	33% UP	NO CHG	3% UP
IPG= III	187	41.9	28.1	32.9	59.7	5/ 99	N/A	N/A	3% DN	32% DN	10% DN
IPG= CASREP	60	34.6	24.3	28.0	43.8	1/ 94	N/A	1.7%	6% DN	33% UP	2% DN
IPG= I CASREP	49	33.2	24.2	26.0	40.2	1/ 94	N/A	2.0%	56% UP	160% UP	23% UP
IPG= II CASREP	11	41.0	24.8	38.0	61.7	10/ 76	N/A	N/A	5% DN	N/A	10% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	3,097	37.1	20.8	35.2	45.4	0/ 99	N/A	10.9%	29% UP	3% DN	1% UP
IPG= I	36	33.2	29.2	18.5	54.2	9/ 97	N/A	5.6%	N/A	32% DN	46% DN
IPG= II	1,171	41.7	18.0	38.8	45.5	0/ 96	N/A	7.8%	91% UP*	16% UP	46% UP
IPG= III	1,856	34.2	21.6	29.4	44.9	2/ 99	N/A	12.6%	5% UP	9% DN	11% DN
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,757	32.3	24.1	24.4	45.2	0/ 99	N/A	4.0%	9% DN	2% DN	15% DN
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG= II	12,005	36.1	25.5	28.3	55.2	0/ 99	N/A	2.2%	3% UP	12% UP	7% DN
IPG= III	4,440	25.8	20.5	17.7	35.3	0/ 99	N/A	8.8%	25% DN	15% DN	29% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE- RRTMIS
PERIODICITY- QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

****
* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

CODE (10, 1, ,)
DATE 09/11/85

FLEET= 3RD FLEET
CONSIGNEE- ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRO DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRO	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% ON	N/A	24% ON
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% ON

INPUT FILE- PRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD- OCT 1984 - DEC 1984

****
* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

FLEET= 3RD FLEET
CONSIGNEE= ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PI= ALL SIK PIS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	4,877	63.7	23.2	73.5	80.4	3/ 99	N/A	.0%	133% UP*	N/A	93% UP*
IPG= I	9	63.0	28.5	55.5	85.7	28/ 92	2	.0%	55% UP	N/A	54% UP
IPG= II	4,344	64.7	23.1	74.3	80.9	3/ 98	N/A	.0%	144% UP*	N/A	98% UP*
IPG= III	524	55.9	22.5	55.7	73.5	15/ 99	N/A	N/A	102% UP*	N/A	71% UP*
TRANS MODE= AIR											
IPG= ALL IPGS	655	66.8	18.5	72.0	78.4	3/ 98	N/A	.2%	78% UP*	N/A	70% UP*
IPG= I	9	63.0	28.5	55.5	85.7	28/ 92	2	.0%	55% UP	N/A	54% UP
IPG= II	621	67.2	18.1	72.2	78.3	3/ 98	3	.2%	81% UP*	N/A	73% UP*
IPG= III	25	58.0	21.5	62.4	70.2	27/ 90	3	.0%	56% UP	N/A	52% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	3,545	63.6	23.5	74.1	81.1	15/ 99	6	.0%	132% UP*	N/A	88% UP*
IPG= II	3,191	64.7	23.5	74.9	81.6	17/ 94	6	.0%	72% UP	N/A	20% UP
IPG= III	354	54.3	21.2	54.9	69.5	15/ 99	6	.0%	100% UP*	N/A	73% UP*
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	232	58.4	28.8	51.8	86.4	15/ 99	N/A	N/A	125% UP*	N/A	93% UP*
IPG= II	123	61.3	29.7	54.1	88.4	21/ 98	3	.0%	144% UP*	N/A	109% UP*
IPG= III	109	55.3	27.6	50.8	81.6	15/ 99	6	.0%	95% UP*	N/A	59% UP*
ISSUE SIK PI= NSC/NSD											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	355	55.0	29.1	45.4	83.7	15/ 99	N/A	N/A	112% UP*	N/A	76% UP*
IPG= I	4	75.5	31.7	84.5	88.5	28/ 92	2	.0%	173% UP	N/A	98% UP
IPG= II	208	57.9	29.4	54.9	85.3	21/ 98	N/A	N/A	126% UP*	N/A	87% UP*
IPG= III	143	50.2	28.1	41.4	69.6	15/ 99	6	.0%	100% UP*	N/A	63% UP*
TRANS MODE= AIR											
IPG= ALL IPGS	86	53.2	28.7	55.5	78.6	21/ 98	N/A	N/A	69% UP*	N/A	38% UP
IPG= I	4	75.5	31.7	84.5	89.5	28/ 92	2	.0%	173% UP	N/A	98% UP
IPG= II	82	52.1	28.3	48.0	77.4	21/ 98	3	.0%	64% UP*	N/A	36% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	36	36.3	25.8	23.8	28.8	20/ 99	6	.0%	55% UP*	N/A	32% UP
IPG= II	2	83.5	9.2	80.5	85.5	77/ 90	6	.0%	N/A	N/A	N/A
IPG= III	34	34.1	23.8	23.6	26.3	20/ 99	6	.0%	44% UP	N/A	23% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	232	58.4	28.8	51.8	86.4	15/ 99	N/A	N/A	125% UP*	N/A	93% UP*
IPG= II	123	61.3	29.7	54.1	88.4	21/ 98	3	.0%	144% UP*	N/A	109% UP*
IPG= III	109	55.3	27.6	50.8	81.6	15/ 99	6	.0%	95% UP*	N/A	59% UP*
ISSUE SIK PI= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	385	57.0	28.9	53.0	84.5	15/ 99	N/A	N/A	119% UP*	N/A	82% UP*
IPG= I	5	69.8	30.2	82.5	87.5	28/ 92	2	.0%	152% UP	N/A	83% UP
IPG= II	236	60.8	28.7	71.1	86.2	21/ 98	N/A	N/A	137% UP*	N/A	95% UP*
IPG= III	144	50.2	28.0	41.6	69.2	15/ 99	6	.0%	99% UP*	N/A	63% UP*
TRANS MODE= AIR											
IPG= ALL IPGS	110	59.3	28.2	72.0	83.0	21/ 98	N/A	N/A	89% UP*	N/A	52% UP*

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE - RRTMIS
PERIODICITY- QUARTERLY
TIME PERIOD- OCT 1984 DEC 1984

****
* RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

CODE (10, 4, ,)
DATE 09/11/85

FLEET- 3RD FLEET
CONSIGNEE- ATLANTIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT - ALL NAVY											
TRANS MODE - AIR											
IPG= I	5	69.8	30.2	82.5	87.5	28/ 92	2	.0%	152% UP	N/A	83% UP
IPG= II	105	58.8	28.1	71.8	82.2	21/ 98	3	.0%	86% UP*	N/A	52% UP*
TRANS MODE - SURFACE											
IPG= ALL IPGS	42	42.1	27.7	24.5	71.5	20/ 99	6	.0%	77% UP*	N/A	51% UP*
IPG= II	7	80.7	5.3	77.5	81.7	75/ 90	6	.0%	N/A	N/A	N/A
IPG= III	35	34.4	23.4	23.7	27.6	20/ 99	6	.0%	45% UP	N/A	24% UP
TRANS MODE - LOCAL DELIVERY											
IPG= ALL IPGS	232	58.4	28.8	51.8	86.4	15/ 99	N/A	N/A	125% UP*	N/A	93% UP*
IPG= II	123	61.3	29.7	54.1	88.4	21/ 98	3	.0%	144% UP*	N/A	109% UP*
IPG= III	109	55.3	27.6	50.8	81.6	15/ 99	6	.0%	95% UP*	N/A	59% UP*

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

NRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= 3RD FLEET
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS: NUMBER OF RONS	AVERAGE DR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	% CHANGE IN MEAN: LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	41,781	32.9	21.9	27.3	43.1	0/ 99	N/A	3.6%	11% DN	10% ON	19% ON
IPG= I	4,561	23.8	15.0	21.1	28.6	0/ 98	N/A	.7%	61% DN*	19% DN	49% ON
IPG= II	28,395	35.4	22.5	30.4	46.9	0/ 99	N/A	1.9%	1% UP	2% DN	13% DN
IPG= III	8,067	28.9	20.8	22.8	39.1	0/ 99	N/A	10.2%	23% DN	17% DN	26% DN
IPG= CASREP	116	31.7	23.9	22.3	39.4	1/ 97	N/A	1.7%	30% DN	2% DN	21% DN
IPG= I CASREP	99	30.0	23.3	20.4	37.5	1/ 97	N/A	2.0%	6% UP	135% UP	12% DN
IPG= II CASREP	17	41.5	25.6	34.2	64.2	8/ 81	N/A	N/A	1% UP	N/A	24% UP
TRANS MODE= AIR											
IPG= ALL IPGS	16,817	32.9	20.0	28.5	40.4	0/ 99	N/A	.6%	8% DN	19% DN	16% DN
IPG= I	2,420	24.1	14.5	21.5	28.2	1/ 98	N/A	.1%	48% DN	21% DN	39% DN
IPG= II	13,738	34.2	20.2	30.6	42.7	0/ 99	N/A	.7%	6% UP	8% DN	9% DN
IPG= III	255	37.0	26.5	28.1	48.4	5/ 99	N/A	N/A	15% DN	40% DN	21% DN
IPG= CASREP	93	31.4	23.8	20.8	39.2	1/ 94	N/A	1.1%	13% DN	3% DN	12% DN
IPG= I CASREP	79	28.8	22.6	20.1	34.6	1/ 94	N/A	1.3%	17% UP	126% UP	1% DN
IPG= II CASREP	14	45.7	26.0	40.5	68.0	10/ 81	N/A	N/A	12% UP	N/A	31% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,041	35.1	20.4	30.4	43.7	0/ 99	N/A	10.4%	17% DN	14% ON	28% ON
IPG= I	130	24.2	19.6	17.3	24.6	8/ 97	N/A	6.9%	72% DN*	50% ON	66% DN*
IPG= II	2,438	38.6	19.7	35.7	44.7	0/ 98	N/A	7.3%	1% DN	24% DN	28% DN
IPG= III	3,439	32.9	20.5	28.0	42.7	0/ 99	N/A	12.6%	17% DN	13% DN	24% DN
IPG= CASREP	2	30.0	11.3	30.5	37.0	22/ 38	6	.0%	76% UP	N/A	76% UP
IPG= I CASREP	2	30.0	11.3	30.5	37.0	22/ 38	6	.0%	76% UP	N/A	76% UP
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,608	32.0	23.8	24.3	44.8	0/ 99	N/A	4.1%	11% DN	3% DN	17% ON
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG= II	11,964	35.8	25.2	28.1	54.4	0/ 99	N/A	2.2%	NO CHG	11% UP	9% DN
IPG= III	4,332	25.1	19.8	17.2	34.0	0/ 99	N/A	9.0%	28% DN	17% ON	31% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% ON
IPG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% DN	N/A	24% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN
ISSUE STK PT= NSC/NSO											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	30,783	32.8	22.1	27.6	43.3	0/ 99	N/A	3.6%	5% DN	8% DN	14% DN
IPG= I	3,044	24.5	16.3	21.2	29.8	0/ 98	N/A	.9%	53% DN*	18% DN	44% ON
IPG= II	20,778	35.2	22.5	30.9	46.4	0/ 99	N/A	1.8%	9% UP	3% UP	7% DN
IPG= III	6,283	28.2	21.2	21.6	39.2	0/ 99	N/A	9.8%	21% DN	17% DN	25% DN
IPG= CASREP	80	33.8	24.3	27.4	42.2	1/ 97	N/A	2.5%	28% DN	29% UP	18% ON
IPG= I CASREP	67	33.7	24.8	26.0	41.1	1/ 97	N/A	3.0%	22% UP	164% UP	1% DN
IPG= II CASREP	13	34.4	22.6	29.7	44.2	8/ 76	N/A	N/A	20% DN	N/A	3% DN
TRANS MODE= AIR											
IPG= ALL IPGS	9,411	33.3	18.9	31.2	40.2	1/ 99	N/A	.5%	1% UP	21% DN	13% DN
IPG= I	1,008	26.4	17.5	22.2	31.5	1/ 98	N/A	.3%	36% DN	16% DN	31% DN
IPG= II	7,902	33.8	18.5	31.9	40.8	1/ 99	N/A	.5%	22% UP	8% DN	5% DN
IPG= III	173	42.2	28.7	32.9	61.2	5/ 99	N/A	N/A	2% DN	32% DN	9% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= 3RD FLEET
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= CASREP	59	34.0	24.0	27.6	42.6	1/ 94	N/A	1.7%	8% DN	30% UP	4% DN
IPG= I CASREP	49	33.2	24.2	26.0	40.2	1/ 94	N/A	2.0%	56% UP	160% UP	23% UP
IPG= II CASREP	10	38.1	24.1	35.5	55.5	10/ 76	N/A	N/A	12% DN	N/A	2% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	2,844	35.8	19.6	34.7	44.2	1/ 99	N/A	11.3%	24% UP	6% DN	3% DN
IPG= I	27	33.0	30.9	12.4	66.7	9/ 95	N/A	7.4%	N/A	32% DN	46% DN
IPG= II	1,007	38.8	14.7	38.1	43.6	4/ 96	N/A	7.7%	82% UP*	7% UP	43% UP
IPG= III	1,780	34.0	21.5	29.5	44.9	2/ 99	N/A	12.9%	3% UP	10% DN	12% DN
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,475	32.0	23.8	24.2	44.9	0/ 99	N/A	4.0%	11% DN	3% DN	16% DN
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG= II	11,851	35.9	25.3	28.0	54.8	0/ 99	N/A	2.2%	NO CHG	12% UP	9% DN
IPG= III	4,312	25.0	19.7	17.2	33.9	0/ 99	N/A	8.9%	28% DN	17% DN	31% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN
IPG= I CASREP	18	34.9	27.1	28.0	65.5	2/ 97	N/A	5.6%	11% DN	N/A	24% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	0%	N/A	N/A	16% DN
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	32,408	33.9	22.8	28.5	45.0	0/ 99	N/A	3.5%	1% DN	5% DN	11% DN
IPG= I	3,139	24.7	16.5	21.4	30.0	0/ 98	N/A	.8%	52% DN*	17% DN	44% DN
IPG= II	22,147	36.7	23.3	31.9	50.3	0/ 99	N/A	1.8%	14% UP	7% UP	3% DN
IPG= III	6,364	28.3	21.2	21.7	39.4	0/ 99	N/A	9.8%	21% DN	17% DN	25% DN
IPG= CASREP	81	34.2	24.5	27.7	43.4	1/ 97	N/A	2.5%	27% DN	31% UP	17% DN
IPG= I CASREP	67	33.7	24.8	26.0	41.1	1/ 97	N/A	3.0%	22% UP	164% UP	1% DN
IPG= II CASREP	14	36.9	23.7	30.5	55.5	8/ 76	N/A	N/A	15% DN	N/A	4% UP
TRANS MODE= AIR											
IPG= ALL IPGS	10,672	36.0	20.9	32.2	44.5	1/ 99	N/A	.4%	9% UP	15% DN	7% DN
IPG= I	1,092	26.7	17.8	22.4	32.1	1/ 98	N/A	.3%	36% DN	15% DN	30% DN
IPG= II	8,989	36.9	20.7	33.0	45.5	1/ 99	N/A	.5%	32% UP	NO CHG	3% UP
IPG= III	187	41.9	28.1	32.9	59.7	5/ 99	N/A	N/A	3% DN	32% DN	10% DN
IPG= CASREP	60	34.6	24.3	28.0	43.8	1/ 94	N/A	1.7%	6% DN	33% UP	2% DN
IPG= I CASREP	49	33.2	24.2	26.0	40.2	1/ 94	N/A	2.0%	56% UP	160% UP	23% UP
IPG= II CASREP	11	41.0	24.8	38.0	61.7	10/ 76	N/A	N/A	5% ON	N/A	10% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	3,055	37.0	20.6	35.4	45.3	0/ 99	N/A	11.0%	27% UP	3% DN	NO CHG
IPG= I	36	33.2	29.2	18.5	54.2	9/ 97	N/A	5.6%	N/A	32% DN	46% DN
IPG= II	1,164	41.5	17.8	38.8	45.3	0/ 96	N/A	7.8%	90% UP*	15% UP	46% UP
IPG= III	1,821	34.2	21.6	29.6	45.1	2/ 99	N/A	12.9%	3% UP	10% DN	12% DN
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	18,525	32.0	23.8	24.2	44.9	0/ 99	N/A	4.1%	11% DN	3% DN	16% DN
IPG= I	1,994	23.5	15.2	20.9	29.2	0/ 98	N/A	1.1%	59% DN*	7% DN	54% DN*
IPG= II	11,882	35.9	25.3	28.1	54.7	0/ 99	N/A	2.2%	NO CHG	12% UP	9% DN
IPG= III	4,331	25.1	19.8	17.2	34.0	0/ 99	N/A	9.0%	28% DN	17% DN	31% DN
IPG= CASREP	21	33.1	25.7	26.7	40.1	2/ 97	N/A	4.8%	39% DN	N/A	30% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE= RRTMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

**** RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS ****

CODE (10, 5, ,)
DATE 09/11/85

FLEET= 3RD FLEET
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANORD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANORD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= I CASREP	18	34.9	27.1	28.0	55.5	2/ 97	N/A	5.6%	11% ON	N/A	24% DN
IPG= II CASREP	3	22.0	12.1	26.5	28.0	8/ 29	3	.0%	N/A	N/A	16% DN

INPUT TITLE: RRIMIS
PERIODICITY: QUARTERLY
TIME PERIOD: OCT 1984 DEC 1984

PAGE 60
CODE (11, 1, ,)
DATE 09/11/85

RRIMIS II: TRANSPORTATION TIME REPORT - FOR FLEETS

FLEET: 7TH FLEET
CONSIGNEE: ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT: ALL STK PTS											
TRANS MODE: ALL MODES											
IPG: ALL IPGS	25,692	38.5	22.2	30.1	53.2	0/ 99	N/A	12.9%	27% UP	4% UP	21% UP
IPG: I	3,290	33.7	23.3	23.5	46.5	2/ 99	N/A	4.0%	48% UP	22% DN	NO CHG
IPG: II	9,695	34.6	22.0	26.3	45.2	0/ 99	N/A	6.8%	14% UP	2% DN	15% UP
IPG: III	11,339	41.9	21.4	35.0	57.4	0/ 99	N/A	20.5%	43% UP	8% UP	28% UP
IPG: CASREP	73	32.5	22.1	23.7	46.4	2/ 94	N/A	2.7%	5% UP	1% DN	3% UP
IPG: I CASREP	67	32.9	21.1	24.2	47.1	2/ 88	N/A	1.5%	NO CHG	14% UP	5% UP
IPG: II CASREP	6	27.7	33.9	15.5	33.0	2/ 94	N/A	16.7%	N/A	N/A	152% UP
TRANS MODE: AIR											
IPG: ALL IPGS	16,550	35.0	20.2	27.5	45.9	0/ 99	N/A	2%	20% UP	2% UP	14% UP
IPG: I	3,042	33.4	23.2	23.2	46.0	2/ 99	N/A	0%	53% UP*	25% DN	3% DN
IPG: II	7,469	33.9	21.1	25.5	43.5	0/ 99	N/A	5%	21% UP	8% UP	17% UP
IPG: III	4,983	33.8	15.1	28.0	39.7	4/ 99	N/A	0%	16% UP	31% DN	11% UP
IPG: CASREP	69	32.2	21.9	23.2	45.3	2/ 94	N/A	1.4%	4% UP	2% DN	2% UP
IPG: I CASREP	63	32.7	20.8	23.7	45.9	7/ 88	N/A	N/A	NO CHG	13% UP	4% UP
IPG: II CASREP	6	27.7	33.9	15.5	33.0	2/ 94	N/A	16.7%	N/A	N/A	152% UP
TRANS MODE: SURFACE											
IPG: ALL IPGS	6,433	51.2	22.4	52.0	66.7	1/ 99	N/A	41.6%	43% UP	29% UP	41% UP
IPG: I	183	35.7	21.4	26.5	48.3	2/ 97	N/A	71.6%	49% UP	13% UP	11% UP
IPG: II	1,116	46.6	23.6	41.4	65.4	6/ 99	N/A	53.4%	18% UP	19% UP	33% UP
IPG: III	4,988	52.8	21.7	54.3	67.1	1/ 99	N/A	37.2%	54% UP*	26% UP	40% UP
IPG: CASREP	1	2.0	0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG: I CASREP	1	2.0	0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE: LOCAL DELIVERY											
IPG: ALL IPGS	2,681	29.6	21.7	25.1	41.1	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG: I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP*	12% UP	44% UP
IPG: II	1,090	26.5	21.2	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN
IPG: III	1,363	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG: CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG: I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE STK PT: NSC/NSD											
TRANS MODE: ALL MODES											
IPG: ALL IPGS	21,585	39.4	22.4	31.2	54.6	0/ 99	N/A	12.9%	32% UP	8% UP	26% UP
IPG: I	2,352	35.2	24.8	23.7	49.8	2/ 99	N/A	1.5%	54% UP*	21% DN	4% UP
IPG: II	7,090	35.8	23.2	27.1	48.2	0/ 99	N/A	5.5%	24% UP	2% UP	20% UP
IPG: III	10,795	41.3	21.0	33.9	56.4	0/ 99	N/A	20.0%	43% UP	13% UP	31% UP
IPG: CASREP	55	34.7	22.7	25.1	50.9	2/ 94	N/A	1.8%	12% UP	3% DN	5% UP
IPG: I CASREP	52	34.2	21.5	25.5	50.5	2/ 82	N/A	1.9%	4% UP	9% UP	6% UP
IPG: II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE: AIR											
IPG: ALL IPGS	13,427	36.2	20.6	28.3	48.1	0/ 99	N/A	2%	25% UP	7% UP	18% UP
IPG: I	2,217	34.7	24.5	23.3	49.2	2/ 99	N/A	0%	50% UP*	25% DN	NO CHG
IPG: II	5,246	35.7	22.4	26.9	47.9	0/ 99	N/A	6%	32% UP	17% UP	25% UP
IPG: III	4,928	37.7	15.0	28.0	39.6	4/ 99	N/A	0%	16% UP	31% DN	11% UP
IPG: CASREP	51	34.5	22.6	24.4	50.9	7/ 94	N/A	N/A	11% UP	4% DN	4% UP

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

RRTMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

FLEET= 7TH FLEET
CONSIGNEE ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR LAST YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= I CASREP	48	34.0	21.2	24.8	50.5	7/ 82	N/A	N/A	4% UP	8% UP	5% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= SURFACE											
IPG= ALL IPGS	5,472	51.9	21.8	52.9	66.7	1/ 99	N/A	39.5%	53% UP*	35% UP	47% UP
IPG= I	70	45.4	24.0	38.0	57.4	2/ 97	N/A	48.6%	104% UP*	44% UP	41% UP
IPG= II	755	49.9	23.9	44.3	70.6	8/ 99	N/A	45.0%	42% UP	27% UP	45% UP
IPG= III	4,501	52.5	21.3	54.0	66.4	1/ 99	N/A	37.6%	57% UP*	34% UP	46% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,677	29.6	21.7	25.1	41.0	0/ 99	N/A	21.9%	7% UP	24% ON	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP*	12% UP	44% UP
IPG= II	1,087	26.5	21.3	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN
IPG= III	1,362	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE STK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	21,869	39.4	22.4	31.1	54.6	0/ 99	N/A	12.8%	32% UP	8% UP	26% UP
IPG= I	2,417	35.4	24.9	23.8	50.2	2/ 99	N/A	1.5%	55% UP*	20% DN	5% UP
IPG= II	7,242	35.7	23.1	27.0	48.0	0/ 99	N/A	5.6%	23% UP	1% UP	19% UP
IPG= III	10,842	41.3	21.1	33.9	66.5	0/ 99	N/A	20.0%	43% UP	14% UP	31% UP
IPG= CASREP	55	34.7	22.7	25.1	50.9	2/ 94	N/A	1.8%	12% UP	3% DN	5% UP
IPG= I CASREP	52	34.2	21.5	25.5	50.5	2/ 82	N/A	1.9%	4% UP	9% UP	6% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= AIR											
IPG= ALL IPGS	13,661	36.2	20.6	28.3	48.0	0/ 99	N/A	.2%	25% UP	6% UP	18% UP
IPG= I	2,280	34.9	24.6	23.4	49.6	2/ 99	N/A	.0%	59% UP*	24% DN	1% UP
IPG= II	5,373	35.6	22.3	26.7	47.5	0/ 99	N/A	.6%	31% UP	16% UP	24% UP
IPG= III	4,952	33.8	15.1	28.0	39.7	4/ 99	N/A	.0%	16% UP	31% DN	11% UP
IPG= CASREP	51	34.5	22.6	24.4	50.9	7/ 94	N/A	N/A	11% UP	4% ON	4% UP
IPG= I CASREP	48	34.0	21.2	24.8	50.5	7/ 82	N/A	N/A	4% UP	8% UP	5% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= SURFACE											
IPG= ALL IPGS	5,520	51.9	21.9	52.9	66.9	1/ 99	N/A	39.5%	53% UP*	35% UP	47% UP
IPG= I	72	45.6	24.6	38.0	58.0	2/ 97	N/A	48.6%	105% UP*	45% UP	41% UP
IPG= II	779	49.9	24.1	44.3	71.0	8/ 99	N/A	45.2%	42% UP	27% UP	45% UP
IPG= III	4,523	52.5	21.3	54.1	66.5	1/ 99	N/A	37.5%	57% UP*	34% UP	46% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,679	29.6	21.7	25.1	41.1	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP*	12% UP	44% UP
IPG= II	1,088	26.5	21.3	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% ON	1% DN

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE= RRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD= OCT 1984 - DEC 1984

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* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
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CODE (11, 1, ,)
DATE 09/11/85

FLEET= 7TH FLEET
CONSIGNEE= ALL CONSIGNEES

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO YR AGO TO THIS QTR	SAME QTR LAST FOUR QTRS TO THIS QTR	
ISSUE SIK DI= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= III	1,363	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A

* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *

FLEET= 7TH FLEET
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDRD DEVI-ATION	MEDIAN VALUE	75TH PERCEN-TILE	RANGE= MIN/MAX	UMMIPS STANDRD	% RQNS WITHIN UMMIPS	LAST QTR TO QTR THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE STK PT= ALL STK PTS											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	25,692	38 5	22.2	30.1	53 2	0/ 99	N/A	12 9%	27% UP	4% UP	21% UP
IPG= I	3,290	33 7	23 3	23.5	46.5	2/ 99	N/A	4 0%	48% UP	22% DN	NO CHG
IPG= II	9,695	34.6	22 0	26.3	45.2	0/ 99	N/A	6.8%	14% UP	2% DN	15% UP
IPG= III	11,339	41.9	21 4	35.0	57 4	0/ 99	N/A	20.5%	43% UP	8% UP	28% UP
IPG= CASREP	73	32 5	22.1	23.7	46.4	2/ 94	N/A	2 7%	5% UP	1% DN	3% UP
IPG= I CASREP	67	32 9	21 1	24.2	47.1	2/ 88	N/A	1 5%	NO CHG	14% UP	5% UP
IPG= II CASREP	6	27.7	33.9	15.5	33 0	2/ 94	N/A	16.7%	N/A	N/A	152% UP
TRANS MODE= AIR											
IPG= ALL IPGS	16,550	35.0	20.2	27 5	45.9	0/ 99	N/A	.2%	20% UP	2% UP	14% UP
IPG= I	3,042	33 4	23 2	23.2	46.0	2/ 99	N/A	.0%	53% UP*	25% ON	3% DN
IPG= II	7,469	33.9	21.1	25.5	43 5	0/ 99	N/A	.5%	21% UP	8% UP	17% UP
IPG= III	4,983	33.8	15.1	28.0	39.7	4/ 99	N/A	.0%	16% UP	31% ON	11% UP
IPG= CASREP	69	32 2	21.9	23 2	45.3	2/ 94	N/A	1.4%	4% UP	2% DN	2% UP
IPG= I CASREP	63	32.7	20.8	23.7	45.9	7/ 88	N/A	N/A	NO CHG	13% UP	4% UP
IPG= II CASREP	6	27 7	33.9	15.5	33.0	2/ 94	N/A	16.7%	N/A	N/A	152% UP
TRANS MODE= SURFACE											
IPG= ALL IPGS	6,433	51.2	22.4	52.0	66.7	1/ 99	N/A	41.6%	43% UP	29% UP	41% UP
IPG= I	183	35.7	21.4	26.5	48 3	2/ 97	N/A	71 6%	49% UP	13% UP	11% UP
IPG= II	1,116	46 6	23.6	41.4	65.4	6/ 99	N/A	53.4%	18% UP	19% UP	33% UP
IPG= III	4,988	52 8	21.7	54.3	67 1	1/ 99	N/A	37.2%	54% UP*	26% UP	40% UP
IPG= CASREP	1	2.0	.0	2 0	2.0	2/ 2	6	100 0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2 0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,681	29 6	21.7	25 1	41.1	0/ 99	N/A	21 9%	7% UP	24% DN	14% UP
IPG= I	62	40 7	31.9	23 0	63.0	9/ 99	N/A	N/A	53% UP*	12% UP	44% UP
IPG= II	1,090	26 5	21.2	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN
IPG= III	1,363	31 5	21.9	27.5	43 7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48 7	19 6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE STK PT= NSC/NSO											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	21,585	39 4	22 4	31.2	54 6	0/ 99	N/A	12 9%	32% UP	8% UP	26% UP
IPG= I	2,352	35.2	24.8	23.7	49 8	2/ 99	N/A	1.5%	54% UP*	21% DN	4% UP
IPG= II	7,090	35 8	23 2	27 1	48 2	0/ 99	N/A	5.5%	24% UP	2% UP	20% UP
IPG= III	10,795	41 3	21.0	33.9	56 4	0/ 99	N/A	20.0%	43% UP	13% UP	31% UP
IPG= CASREP	55	34 7	22.7	25.1	50 9	2/ 94	N/A	1 8%	12% UP	3% DN	5% UP
IPG= I CASREP	52	34.2	21.5	25.5	50.5	2/ 82	N/A	1 9%	4% UP	9% UP	6% UP
IPG= II CASREP	3	41.7	45.3	16.0	84 0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= AIR											
IPG= ALL IPGS	13,427	36.2	20.6	28.3	48 1	0/ 99	N/A	.2%	25% UP	7% UP	18% UP
IPG= I	2,217	34 7	24.5	23.3	49 2	2/ 99	N/A	.0%	58% UP*	25% ON	NO CHG
IPG= II	5,246	35 7	22.4	26 9	47 9	0/ 99	N/A	.6%	32% UP	17% UP	25% UP
IPG= III	4,928	33 7	15.0	28 0	39 6	4/ 99	N/A	0%	16% UP	31% ON	11% UP
IPG= CASREP	51	34.5	22.6	24.4	50.9	7/ 94	N/A	N/A	11% UP	4% DN	4% UP

* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

FLEET= 7TH FLEET
CONSIGNEE= PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RQNS	AVERAGE OR MEAN VALUE	STANDARD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANDARD	% RQNS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIK PT= NSC/NSD											
TRANS MODE= AIR											
IPG= I CASREP	48	34.0	21.2	24.8	50.5	7/ 82	N/A	N/A	4% UP	8% UP	5% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= SURFACE											
IPG= ALL IPGS	5,472	51.9	21.8	52.9	66.7	1/ 99	N/A	39.5%	53% UP•	35% UP	47% UP
IPG= I	70	45.4	24.0	38.0	57.4	2/ 97	N/A	48.6%	104% UP•	44% UP	41% UP
IPG= II	755	49.9	23.9	44.3	70.6	8/ 99	N/A	45.0%	42% UP	27% UP	45% UP
IPG= III	4,501	52.5	21.3	54.0	66.4	1/ 99	N/A	37.6%	57% UP•	34% UP	46% UP
IPG= CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	.0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,677	29.6	21.7	25.1	41.0	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP•	12% UP	44% UP
IPG= II	1,087	26.5	21.3	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% ON
IPG= III	1,362	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
ISSUE SIK PT= ALL NAVY											
TRANS MODE= ALL MODES											
IPG= ALL IPGS	21,869	39.4	22.4	31.1	54.6	0/ 99	N/A	12.8%	32% UP	8% UP	26% UP
IPG= I	2,417	35.4	24.9	23.8	50.2	2/ 99	N/A	1.5%	55% UP•	20% ON	5% UP
IPG= II	7,242	35.7	23.1	27.0	48.0	0/ 99	N/A	5.6%	23% UP	1% UP	19% UP
IPG= III	10,842	41.3	21.1	33.9	56.5	0/ 99	N/A	20.0%	43% UP	14% UP	31% UP
IPG= CASREP	55	34.7	22.7	25.1	50.9	2/ 94	N/A	1.8%	12% UP	3% ON	5% UP
IPG= I CASREP	52	34.2	21.5	25.5	50.5	2/ 82	N/A	1.9%	4% UP	9% UP	6% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= AIR											
IPG= ALL IPGS	13,661	36.2	20.6	28.3	48.0	0/ 99	N/A	.2%	25% UP	6% UP	18% UP
IPG= I	2,280	34.9	24.6	23.4	49.6	2/ 99	N/A	.0%	59% UP•	24% DN	1% UP
IPG= II	5,373	35.6	22.3	26.7	47.5	0/ 99	N/A	.6%	31% UP	16% UP	24% UP
IPG= III	4,952	33.8	15.1	28.0	39.7	4/ 99	N/A	0%	16% UP	31% ON	11% UP
IPG= CASREP	51	34.5	22.6	24.4	50.9	7/ 94	N/A	N/A	11% UP	4% ON	4% UP
IPG= I CASREP	48	34.0	21.2	24.8	50.5	7/ 82	N/A	N/A	4% UP	8% UP	5% UP
IPG= II CASREP	3	41.7	45.3	16.0	84.0	15/ 94	N/A	N/A	N/A	N/A	N/A
TRANS MODE= SURFACE											
IPG= ALL IPGS	5,520	51.9	21.9	52.9	66.9	1/ 99	N/A	39.5%	53% UP•	35% UP	47% UP
IPG= I	72	45.6	24.6	38.0	58.0	2/ 97	N/A	48.6%	105% UP•	45% UP	41% UP
IPG= II	779	49.9	24.1	44.3	71.0	8/ 99	N/A	45.2%	42% UP	27% UP	45% UP
IPG= III	4,523	52.5	21.3	54.1	66.5	1/ 99	N/A	37.5%	57% UP•	34% UP	46% UP
IPG= CASREP	1	2.0	0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
IPG= I CASREP	1	2.0	0	2.0	2.0	2/ 2	6	100.0%	N/A	N/A	N/A
TRANS MODE= LOCAL DELIVERY											
IPG= ALL IPGS	2,679	29.6	21.7	25.1	41.1	0/ 99	N/A	21.9%	7% UP	24% DN	14% UP
IPG= I	62	40.7	31.9	23.0	63.0	9/ 99	N/A	N/A	53% UP•	12% UP	44% UP
IPG= II	1,088	26.5	21.3	17.9	39.2	0/ 99	N/A	1.6%	14% DN	47% DN	1% DN

• INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

INPUT FILE: RRIMIS
PERIODICITY= QUARTERLY
TIME PERIOD OCT 1984 DEC 1984

****
* RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS *
****

FLEET= 7TH FLEET
CONSIGNEE: PACIFIC SHIPS

	DESCRIPTIVE STATISTICS								% CHANGE IN MEAN		
	NUMBER OF RONS	AVERAGE OR MEAN VALUE	STANORD DEVIATION	MEDIAN VALUE	75TH PERCENTILE	RANGE= MIN/MAX	UMMIPS STANORD	% RONS WITHIN UMMIPS	LAST QTR TO THIS QTR	SAME QTR YR AGO TO THIS QTR	LAST FOUR QTRS TO THIS QTR
ISSUE SIG PT= ALL NAVY											
TRANS MODE= LOCAL DELIVERY											
IPG= III	1,363	31.5	21.9	27.5	43.7	0/ 99	N/A	34.3%	33% UP	11% UP	26% UP
IPG= CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A
IPG= I CASREP	3	48.7	19.6	48.0	62.7	30/ 69	N/A	N/A	N/A	N/A	N/A

THE FOLLOWING VARIABLES ARE CONSIDERED AS PAGE-IDENTIFYING VARIABLES
(#6B) FLEET
(#6C) CONSIGNEE

THE FOLLOWING VARIABLES ARE CONSIDERED WITHIN A PAGE:
(#1) ISSUING STOCK POINT
(#3) TRANSPORTATION MODE
(#4) ISSUE PRIORITY GROUP

THE CODES IDENTIFY THE PRINT CATEGORIES, BY NUMBER, FOR EACH OF THE ABOVE PAGE-IDENTIFYING VARIABLES

NOTE: A MAXIMUM OF THREE VARIABLES CAN BE CONSIDERED WITHIN A PAGE.

A MAXIMUM OF FOUR VARIABLES CAN BE CONSIDERED AS PAGE IDENTIFYING VARIABLES.

NOTE: AN ASTERISK BELOW DENOTES THAT AT LEAST ONE SIGNIFICANT CHANGE IS ON THE PAGE.

PAGE	CODE	PAGE	CODE	PAGE	CODE	PAGE	CODE
16	(1, 1, ,)	56	(10, 4, ,)*				
17	(1, 1, ,)	57	(10, 5, ,)*				
18	(1, 1, ,)	58	(10, 5, ,)*				
19	(1, 4, ,)	59	(10, 5, ,)				
20	(1, 4, ,)	60	(11, 1, ,)*				
21	(1, 4, ,)	61	(11, 1, ,)*				
22	(1, 5, ,)*	62	(11, 1, ,)				
23	(1, 5, ,)*	63	(11, 5, ,)*				
24	(1, 5, ,)	64	(11, 5, ,)*				
25	(6, 1, ,)*	65	(11, 5, ,)				
26	(6, 1, ,)*						
27	(6, 1, ,)*						
28	(6, 4, ,)						
29	(6, 4, ,)						
30	(6, 5, ,)*						
31	(6, 5, ,)*						
32	(6, 5, ,)						
33	(7, 1, ,)*						
34	(7, 1, ,)						
35	(7, 1, ,)						
36	(7, 4, ,)						
37	(7, 4, ,)						
38	(7, 4, ,)						
39	(7, 5, ,)*						
40	(7, 5, ,)*						
41	(7, 5, ,)						
42	(8, 1, ,)						
43	(8, 1, ,)						
44	(8, 1, ,)						
45	(8, 4, ,)						
46	(8, 4, ,)						
47	(8, 4, ,)						
48	(9, 1, ,)						
49	(9, 1, ,)						
50	(9, 4, ,)						
51	(9, 4, ,)						
52	(10, 1, ,)*						
53	(10, 1, ,)*						
54	(10 1, ,)						
55	(10, 4, ,)*						

APPENDIX C

LIST OF SURVEYED SHIPS

* Indicates Ship that Responded to Survey

USS	FPO	ZIP
AINSWORTH (FF 1090)	NEW YORK	09564
ALAMO (LSD 33)	SAN FRANCISCO	96660
*ALBERT DAVID (FF 1050)	SAN FRANCISCO	96663
ALBUQUERQUE (SSN 706)	NEW YORK	09564
ALEXANDER HAMILTON (SSBN 617)	NEW YORK	09573
*ANCHORAGE (LSD 36)	SAN FRANCISCO	96660
ANDREW JACKSON (SSBN 619)	NEW YORK	09575
ANTRIM (FFG 20)	MIAMI	34090
ARCHERFISH (SSN 678)	NEW YORK	09564
ARKANSAS (CGN 41)	SAN FRANCISCO	96660
*ARTHUR W. RADFORD (DD 968)	NEW YORK	09586
ASPRO (SSN 648)	SAN FRANCISCO	96660
ATLANTA (SSN 712)	NEW YORK	09564
AUBREY FITCH (FFG 34)	MIAMI	34091
AUSTIN (LPD 4)	NEW YORK	09564
AYLWIN (FF 1081)	MIAMI	34090
*BADGER (FF 1071)	SAN FRANCISCO	96661
BAGLEY (FF 1069)	SAN FRANCISCO	96661
*BAINBRIDGE (CGN 25)	SAN FRANCISCO	96661
BALTIMORE (SSN 704)	NEW YORK	09565
BARB (SSN 596)	SAN FRANCISCO	96661
BARBEY (FF 1088)	SAN FRANCISCO	96661
BARBOUR COUNTY (LST 1195)	SAN FRANCISCO	96661
*BARNEY (DDG 6)	NEW YORK	09565
BARNSTABLE COUNTY (LST 1197)	NEW YORK	09565
BATFISH (SSN 681)	MIAMI	34090
BATON ROUGE (SSN 689)	NEW YORK	09565
BEAUFORT (ATS 2)	SAN FRANCISCO	96661
*BELKNAP (CG 26)	NEW YORK	09565
BENJAMIN FRANKLIN (SSBN 640)	MIAMI	34091
BENJAMIN STODDERT (DDG 22)	SAN FRANCISCO	96678
BERGALL (SSN 667)	NEW YORK	09565
BERKELEY (DDG 15)	SAN FRANCISCO	96661
BIDDLE (CG 34)	NEW YORK	09565
BILLFISH (SSN 676)	NEW YORK	09565
BIRMINGHAM (SSN 695)	NEW YORK	09565
BLAKELY (FF 1072)	MIAMI	34090
BLUE RIDGE (LCC 19)	SAN FRANCISCO	96628
BLUEFISH (SSN 675)	NEW YORK	09565
BOONE (FFG 28)	MIAMI	34093
BOSTON (SSN 703)	NEW YORK	09565
BOULDER (LST 1190)	NEW YORK	09565

BOWEN (FF 1079)	MIAMI	34090
*BRADLEY (FF 1041)	SAN FRANCISCO	96661
BREMERTON (SSN 698)	SAN FRANCISCO	96661
*BREWTON (FF 1086)	SAN FRANCISCO	96661
BRISCOE (DD 977)	NEW YORK	09565
*BRISTOL COUNTY (LST 1198)	SAN FRANCISCO	96661
BRONSTEIN (FF 1037)	SAN FRANCISCO	96661
BROOKE (FFG 1)	SAN FRANCISCO	96661
BRUMBY (FF 1044)	MIAMI	34090
BRUNSWICK (ATS 3)	SAN FRANCISCO	96661
BUCHANAN (DDG 14)	SAN FRANCISCO	96661
BUFFALO (SSN 715)	SAN FRANCISCO	96661
BUTTE (AE 27)	NEW YORK	09565
CALIFORNIA (CGN 36)	SAN FRANCISCO	96662
CALLAGHAN (DDG 994)	SAN FRANCISCO	96662
*CALOOSAHATCHEE (AO 98)	NEW YORK	09566
CAMDEN (AOE 2)	SAN FRANCISCO	96662
CANISTEO (AO 99)	NEW YORK	09566
*CAPODANNO (FF 1093)	NEW YORK	09566
*CARON (DD 970)	NEW YORK	09566
CASIMIR PULASKI (SSBN 633)	MIAMI	34092
CAVALLA (SSN 684)	SAN FRANCISCO	96662
CAYUGA (LST 1186)	SAN FRANCISCO	96662
*CHANDLER (DDG 996)	SAN FRANCISCO	96662
CHARLES F. ADAMS (DDG 2)	MIAMI	34090
*CHARLESTON (LKA 113)	NEW YORK	09566
*CIMARRON (AO 177)	SAN FRANCISCO	96662
CINCINNATI (SSN 693)	NEW YORK	09566
CITY OF CORPUS CHRISTI (SSN 705)	NEW YORK	09566
*CLARK (FFG 11)	MIAMI	34090
*CLAUDE V. RICKETTS (DDG 5)	NEW YORK	09586
CLEVELAND (LPD 7)	SAN FRANCISCO	96662
CLIFTON SPRAGUE (FFG 16)	MIAMI	34093
COCHRANE (DDG 21)	SAN FRANCISCO	96662
COMTE DE GRASSE (DD 974)	NEW YORK	09566
*CONNOLE (FF 1056)	NEW YORK	09566
CONOLLY (DD 979)	NEW YORK	09566
CONYNGHAM (DDG 17)	NEW YORK	09566
COOK (FF 1083)	SAN FRANCISCO	96662
COONTZ (DDG 40)	NEW YORK	09566
*COPELAND (FFG 25)	SAN FRANCISCO	96662
CORONADO (AGF 11)	NEW YORK	09566
*CROMMELIN (FFG 37)	SAN FRANCISCO	96662
CURTS (FFG 38)	SAN FRANCISCO	96662
*CUSHING (DD 985)	SAN FRANCISCO	96662
DACE (SSN 607)	NEW YORK	09567
DAHLGREN (DDG 43)	NEW YORK	09567
DALE (CG 19)	MIAMI	34090
*DALLAS (SSN 700)	NEW YORK	09567
DANIEL BOONE (SSBN 629)	MIAMI	34090
DANIEL WEBSTER (SSBN 626)	NEW YORK	09591

*DAVID R. RAY (DD 971)	SAN FRANCISCO	96677
*DAVIDSON (FF 1045)	SAN FRANCISCO	96663
*DENVER (LPD 9)	SAN FRANCISCO	96663
*DETROIT (AOE 4)	NEW YORK	09567
DEWERT (FFG 45)	MIAMI	34090
DEWEY (DDG 45)	MIAMI	34090
DEYO (DD 989)	MIAMI	34090
DONALD B. BEARY (FF 1085)	NEW YORK	09565
DOWNES (FF 1070)	SAN FRANCISCO	96663
DOYLE (FFG 39)	MIAMI	34090
DRUM (SSN 677)	SAN FRANCISCO	96663
*DUBUQUE (LPD 8)	SAN FRANCISCO	96663
DULUTH (LPD 6)	SAN FRANCISCO	96663
DUNCAN (FFG 10)	SAN FRANCISCO	96663
DURHAM (LKA 114)	SAN FRANCISCO	96663
EDENTON (ATS 1)	NEW YORK	09568
EDSON (DD 946)	NEW YORK	09568
*EDWARD MCDONNELL (FF 1043)	MIAMI	34092
EL PASO (LKA 117)	NEW YORK	09568
*ELLIOT (DD 967)	SEATTLE	98799
ELMER MONTGOMERY (FF 1082)	MIAMI	34092
*ENGLAND (CG 22)	SAN FRANCISCO	96664
*ESTOCIN (FFG 15)	MIAMI	34091
*FAHRION (FFG 22)	MIAMI	34091
*FAIRFAX COUNTY (LST 1193)	NEW YORK	09569
*FANNING (FF 1076)	SAN FRANCISCO	96665
FARRAGUT (DDG 37)	NEW YORK	09569
FIFE (DD 991)	SAN FRANCISCO	96665
FINBACK (SSN 670)	NEW YORK	09569
FLASHER (SSN 613)	SAN FRANCISCO	96665
FLATLEY (FFG 21)	MIAMI	34091
FLETCHER (DD 992)	SAN FRANCISCO	96665
*FLINT (AE 32)	SAN FRANCISCO	96665
*FLORIDA (SSBN 728)	SEATTLE	98799
FLORIKAN (ASR 9)	SAN FRANCISCO	96665
FLYING FISH (SSN 673)	NEW YORK	09569
*FORT FISHER (LSD 40)	SAN FRANCISCO	96675
*FOX (CG 33)	SAN FRANCISCO	96665
*FRANCIS HAMMOND (FF 1067)	SAN FRANCISCO	96667
FRANCIS SCOTT KEY (SSBN 657)	MIAMI	34091
*FREDERICK (LST 1184)	SAN FRANCISCO	96665
*FRESNO (LST 1182)	SAN FRANCISCO	96665
GALLERY (FFG 26)	MIAMI	34091
*GARCIA (FF 1040)	MIAMI	34091
GATO (SSN 615)	NEW YORK	09570
GEORGE BANCROFT (SSBN 643)	MIAMI	34090
GEORGE C. MARSHALL (SSBN 654)	NEW YORK	09578
*GEORGE PHILIP (FFG 12)	SAN FRANCISCO	96675
*GEORGE WASHINGTON (SSN 598)	NEW YORK	09591
GEORGE W. CARVER (SSBN 656)	NEW YORK	09566
*GEORGIA (SSBN 729)	SEATTLE	98799

GERMANTOWN (LSD 42)	SEATTLE	98134
GLOVER (FF 1098)	NEW YORK	09570
*GOLDSBOROUGH (DDG 20)	SAN FRANCISCO	96666
GRAY (FF 1054)	SAN FRANCISCO	96666
GRAYLING (SSN 646)	MIAMI	34091
GREENLING (SSN 614)	NEW YORK	09570
GRIDLEY (CG 21)	SAN FRANCISCO	96666
GROTON (SSN 694)	NEW YORK	09570
GUARDFISH (SSN 612)	SAN FRANCISCO	96666
GUITARRO (SSN 665)	SAN FRANCISCO	96666
GURNARD (SSN 662)	SAN FRANCISCO	96666
HADDO (SSN 604)	SAN FRANCISCO	96667
*HADDOCK (SSN 621)	SAN FRANCISCO	96667
HALEAKALA (AE 25)	SAN FRANCISCO	96667
HALL (FF 1080)	MIAMI	34092
*HALSEY (CG 23)	SAN FRANCISCO	96667
*HALYBURTON (FFG 40)	MIAMI	34091
HAMMERHEAD (SSN 663)	NEW YORK	09573
HARLAN COUNTY (LST 1196)	NEW YORK	09573
HAROLD E. HOLT (FF 1074)	SAN FRANCISCO	96667
HARRY E YARNELL (CG 17)	NEW YORK	09594
HARRY W. HILL (DD 986)	SAN FRANCISCO	96667
HAWKBILL (SSN 666)	SEATTLE	98799
*HAYLER (DD 997)	NEW YORK	09573
HENRY B. WILSON (DDG 7)	SAN FRANCISCO	96683
HENRY CLAY (SSBN 625)	MIAMI	34090
*HENRY L. STIMSON (SSBN 655)	MIAMI	34093
*HEPBURN (FF 1055)	SAN FRANCISCO	96667
*HERMITAGE (LSD 34)	NEW YORK	09573
*HEWITT (DD 966)	SAN FRANCISCO	96667
*HOEL (DDG 13)	SAN FRANCISCO	96667
*HORNE (CG 30)	SAN FRANCISCO	96667
HOUSTON (SSN 713)	SAN FRANCISCO	96667
INDIANAPOLIS (SSN 697)	SAN FRANCISCO	96668
INGERSOLL (DD 990)	SAN FRANCISCO	96668
*IOWA (BB 61)	NEW YORK	09587
*JACK WILLIAMS (FFG 24)	MIAMI	34093
JACK (SSN 605)	NEW YORK	09575
JACKSONVILLE (SSN 699)	NEW YORK	09575
JAMES K. POLK (SSBN 645)	MIAMI	34092
JAMES MADISON (SSBN 627)	MIAMI	34092
JAMES MONROE (SSBN 622)	MIAMI	34092
JARRETT (FFG 33)	SAN FRANCISCO	96669
*JESSE L. BROWN (FF 1089)	MIAMI	34090
JOHN A MOORE (FFG 19)	SAN FRANCISCO	96672
JOHN ADAMS (SSBN 620)	MIAMI	34093
JOHN C. CALHOUN (SSBN 630)	MIAMI	34090
JOHN HANCOCK (DD 981)	MIAMI	34091
JOHN KING (DDG 3)	NEW YORK	09595
*JOHN L. HALL (FFG 32)	MIAMI	34091
JOHN MARSHALL (SSN 611)	SEATTLE	98799

JOHN RODGERS (DD 983)	MIAMI	34092
JOHN YOUNG (DD 973)	SAN FRANCISCO	96686
JOSEPH HEWES (FF 1078)	MIAMI	34091
*JOSEPH STRAUSS (DDG 16)	SAN FRANCISCO	96678
JOSEPHUS DANIELS (CG 27)	NEW YORK	09567
*JOUETT (CG 29)	SAN FRANCISCO	96669
*JULIUS A. FURER (FFG 6)	MIAMI	34091
*JUNEAU (LPD 10)	SAN FRANCISCO	96669
KALAMAZOO (AOR 6)	NEW YORK	09576
KAMEHAMEHA (SSBN 642)	NEW YORK	09576
KANSAS CITY (AOR 3)	SAN FRANCISCO	96670
KIDD (DDG 993)	NEW YORK	09576
KING (DDG 41)	NEW YORK	09576
KINKAID (DD 965)	SAN FRANCISCO	96670
*KIRK (FF 1087)	SAN FRANCISCO	96670
KISKA (AE 35)	SAN FRANCISCO	96670
KITTYWAKE (ASR 13)	NEW YORK	09576
KLAKRING (FFG 42)	MIAMI	34091
KNOX (FF 1052)	SAN FRANCISCO	96670
KOELSCH (FF 1049)	MIAMI	34091
LA JOLLA (SSN 701)	SAN FRANCISCO	96671
*LA MOURE COUNTY (LST 1194)	NEW YORK	09577
LA SALLE (AGF 3)	NEW YORK	09577
LAFAYETTE (SSBN 616)	NEW YORK	09577
LANG (FF 1060)	SAN FRANCISCO	96671
LAPON (SSN 661)	NEW YORK	09577
LAWRENCE (DDG 4)	NEW YORK	09577
*LEAHY (CG 16)	SAN FRANCISCO	96671
*LEFTWICH (DD 984)	SAN FRANCISCO	96671
LEONARD P. LIPSCOMB (SSN 685)	NEW YORK	09577
LEWIS AND CLARK (SSBN 644)	MIAMI	34091
LEWIS B. PULLER (FFG 23)	SAN FRANCISCO	96675
LEXINGTON (AVT 16)	MIAMI	34088
LOCKWOOD (FF 1064)	SAN FRANCISCO	96671
LONG BEACH (CGN 9)	SEATTLE	98799
LOS ANGELES (SSN 688)	SAN FRANCISCO	96671
LUCE (DDG 38)	MIAMI	34091
LYNDE MC CORMICK (DDG 8)	SAN FRANCISCO	96672
L. MENDEL RIVERS (SSN 686)	MIAMI	34092
*MACDONOUGH (DDG 39)	MIAMI	34092
*MAHAN (DDG 42)	MIAMI	34092
MAHLON S. TISDALE (FFG 27)	SAN FRANCISCO	96679
*MANITIWOC (LST 1180)	NEW YORK	09578
MARIANO G. VALLEJO (SSBN 658)	MIAMI	34093
*MARVIN SHIELDS (FF 1066)	SAN FRANCISCO	96678
*MAUNA KEA (AE 22)	SAN FRANCISCO	96672
MC CLOY (FF 1038)	NEW YORK	09578
MC CLUSKY (FFG 41)	SAN FRANCISCO	96672
MC INERNEY (FFG 8)	MIAMI	34092
MCCANDLESS (FF 1084)	NEW YORK	09578
MEMPHIS (SSN 691)	NEW YORK	09578

MERRILL (DD 976)	SAN FRANCISCO	96672
MERRIMACK (AO 179)	NEW YORK	09578
MEYERKORD (FF 1058)	SAN FRANCISCO	96672
MICHIGAN (SSBN 727)	SEATTLE	98799
*MILLER (FF 1091)	NEW YORK	09578
MILWAUKEE (AOR 2)	NEW YORK	09578
MINNEAPOLIS-ST PAUL (SSN 708)	NEW YORK	09578
*MISSISSIPPI (CGN 40)	NEW YORK	09578
MOBILE (LKA 115)	SAN FRANCISCO	96672
*MOINESTER (FF 1097)	NEW YORK	09578
MONONGAHELA (AO 178)	NEW YORK	09578
*MONTICELLO (LSD 35)	SAN FRANCISCO	96672
*MOOSEBRUGGER (DD 980)	MIAMI	34092
MOUNT BAKER (AE 34)	MIAMI	34092
MOUNT HOOD (AE 29)	SAN FRANCISCO	96672
*MOUNT VERNON (LSD 39)	SAN FRANCISCO	96672
MOUNT WHITNEY (LCC 20)	NEW YORK	09517
*NARWHAL (SSN 671)	MIAMI	34092
*NASHVILLE (LPD 13)	NEW YORK	09579
NATHAN HALE (SSBN 623)	MIAMI	34091
NATHANIEL GREENE (SSBN 636)	NEW YORK	09570
*NEW JERSEY (BB 62)	SAN FRANCISCO	96688
NEW YORK CITY (SSN 696)	SAN FRANCISCO	96673
*NEWPORT (LST 1179)	NEW YORK	09579
*NICHOLAS (FFG 47)	MIAMI	34092
NICHOLSON (DD 982)	MIAMI	34092
*NITRO (AE 23)	NEW YORK	09579
NORFOLK (SSN 714)	NEW YORK	09579
NORTON SOUND (AVM 1)	SAN FRANCISCO	96673
O CALLAHAN (FF 1051)	SAN FRANCISCO	96674
OBANNON (DD 987)	MIAMI	34092
*OBRIEN (DD 975)	SAN FRANCISCO	96674
*OGDEN (LPD 5)	SAN FRANCISCO	96674
OHIO (SSBN 726)	SEATTLE	98799
OLDENDORF (DD 972)	SAN FRANCISCO	96674
*OLIVER HAZARD PERRY (FFG 7)	MIAMI	34092
*OMAHA (SSN 692)	SAN FRANCISCO	96674
ORTOLAN (ASR 22)	MIAMI	34092
*OUELLET (FF 1077)	SAN FRANCISCO	96674
PARCHE (SSN 683)	SAN FRANCISCO	96675
*PARGO (SSN 650)	NEW YORK	09582
*PATTERSON (FF 1061)	NEW YORK	09582
*PAUL F. FOSTER (DD 964)	SAN FRANCISCO	96665
PENSACOLA (LSD 38)	NEW YORK	09582
PEORIA (LST 1183)	SAN FRANCISCO	96675
PERMIT (SSN 594)	SAN FRANCISCO	96675
PETERSON (DD 969)	NEW YORK	09582
PETREL (ASR 14)	MIAMI	34092
PHARRIS (FF 1094)	NEW YORK	09582
PHILADELPHIA (SSN 690)	NEW YORK	09582
PHOENIX (SSN 702)	NEW YORK	09582

PIGEON (ASR 21)	SAN FRANCISCO	96675
PINTADO (SSN 672)	SAN FRANCISCO	96675
PLATTE (AO 186)	NEW YORK	09582
PLUNGER (SSN 595)	SAN FRANCISCO	96675
POGY (SSN 647)	SAN FRANCISCO	96675
*POINT LOMA (AGDS 2)	SAN FRANCISCO	96675
POLLACK (SSN 603)	SAN FRANCISCO	96675
*PONCE (LPD 15)	NEW YORK	09582
PORTLAND (LSD 37)	NEW YORK	09582
PORTSMOUTH (SSN 707)	NEW YORK	09582
PREBLE (DDG 46)	NEW YORK	09582
PUFFER (SSN 652)	SAN FRANCISCO	96675
PYRO (AE 24)	SAN FRANCISCO	96675
QUEENFISH (SSN 651)	SAN FRANCISCO	96676
*RACINE (LST 1191)	SAN FRANCISCO	96677
RALEIGH (LPD 1)	NEW YORK	09586
RAMSEY (FFG 2)	SAN FRANCISCO	96677
RATHBURNE (FF 1057)	SAN FRANCISCO	96677
RAY (SSN 653)	MIAMI	34092
REASONER (FF 1063)	SAN FRANCISCO	96677
REEVES (CG 24)	SAN FRANCISCO	96677
REID (FFG 30)	SAN FRANCISCO	96677
*RICHARD B. RUSSELL (SSN 687)	NEW YORK	09586
RICHARD E. BYRD (DDG 23)	NEW YORK	09565
RICHARD L. PAGE (FFG 5)	NEW YORK	09582
RICHMOND K TURNER (CG 20)	MIAMI	34093
ROANOKE (AOR 7)	SAN FRANCISCO	96677
*ROARK (FF 1053)	SAN FRANCISCO	96677
ROBERT E. PEARY (FF 1073)	SAN FRANCISCO	96675
*ROBISON (DDG 12)	SAN FRANCISCO	96677
*SACRAMENTO (AOE 1)	SEATTLE	98799
*SAGINAW (LST 1188)	NEW YORK	09587
*SAM HOUSTON (SSN 609)	SEATTLE	98799
SAM RAYBURN (SSBN 635)	NEW YORK	09586
SAMPLE (FF 1048)	SAN FRANCISCO	96678
*SAMPSON (DDG 10)	MIAMI	34093
*SAMUEL E. MORISSON (FFG 13)	MIAMI	34092
SAN BERNARDINO (LST 1189)	SAN FRANCISCO	96678
SAN FRANCISCO (SSN 711)	SAN FRANCISCO	96678
SAND LANCE (660)	MIAMI	34093
SANTA BARBARA (AE 28)	MIAMI	34093
SARGO (SSN 583)	SAN FRANCISCO	96678
SAVANNAH (AOR 4)	NEW YORK	09587
SCAMP (SSN 588)	NEW YORK	09587
SCHENECTADY (LST 1185)	SAN FRANCISCO	96678
*SCHOFIELD (FFG 3)	SAN FRANCISCO	96678
*SCOTT (DDG 995)	NEW YORK	09587
SCULPIN (SSN 590)	NEW YORK	09587
SEA DEVIL (SSN 664)	MIAMI	34093
SEAHORSE (SSN 669)	MIAMI	34093
SEATTLE (AOE 3)	NEW YORK	09587

SEAWOLF (SSN 575)	SAN FRANCISCO	96678
*SELLERS (DDG 11)	MIAMI	34093
SEMMES (DDG 18)	MIAMI	34093
SHARK (SSN 591)	NEW YORK	09587
*SHASTA (AE 33)	SAN FRANCISCO	96678
*SHREVEPORT (LPD 12)	NEW YORK	09587
*SIDES (FFG 14)	SAN FRANCISCO	96678
SILVERSIDES (SSN 679)	NEW YORK	09587
SIMON BOLIVAR (SSBN 641)	MIAMI	34090
SKATE (SSN 578)	SAN FRANCISCO	96678
SKIPJACK (SSN 585)	NEW YORK	09587
SNOOK (SSN 592)	NEW YORK	09587
SOUTH CAROLINA (CGN 37)	NEW YORK	09587
SPADEFISH (SSN 668)	NEW YORK	09587
*SPARTANBURG COUNTY (LST 1192)	NEW YORK	09587
*SPIEGEL GROVE (LSD 32)	NEW YORK	09587
*SPRUANCE (DD 963)	NEW YORK	09587
*ST LOUIS (LKA 116)	SAN FRANCISCO	96678
*STARK (FFG 31)	MIAMI	34093
STEIN (FF 1065)	SAN FRANCISCO	96678
*STEPHEN W. GROVES (FFG 29)	MIAMI	34091
*STERETT (CG 31)	SAN FRANCISCO	96678
STONEWALL JACKSON (SSBN 634)	MIAMI	34091
STUMP (DD 978)	NEW YORK	09587
*STURGEON (SSN 637)	MIAMI	34093
SUMTER (LST 1181)	NEW YORK	09587
SUNBIRD (ASR 15)	NEW YORK	09587
SUNFISH (SSN 649)	MIAMI	34093
SURIBACHI (AE 21)	NEW YORK	09587
SWORDFISH (SSN 579)	SAN FRANCISCO	96678
TALBOT (FFG 4)	MIAMI	34093
TATTNALL (DDG 19)	MIAMI	34093
TAUTOG (SSN 639)	SAN FRANCISCO	96679
TECUMSEH (SSBN 628)	NEW YORK	09588
*TEXAS (CGN 39)	SAN FRANCISCO	96679
THACH (FFG 43)	SAN FRANCISCO	96674
THOMAS C. HART (FF 1092)	NEW YORK	09573
*THOMAS JEFFERSON (SSN 618)	MIAMI	34081
THORN (DD 988)	MIAMI	34093
TICONDEROGA (CG 47)	NEW YORK	09588
TINOSA (SSN 606)	NEW YORK	09588
TOWERS (DDG 9)	SAN FRANCISCO	96679
TRAPANG (SSN 674)	NEW YORK	09588
*TRENTON (LPD 14)	NEW YORK	09588
TRIPPE (FF 1075)	MIAMI	34093
TRUETT (FF 1095)	NEW YORK	09588
*TRUXTUN (CGN 35)	SAN FRANCISCO	96679
TULLIBEE (SSN 597)	NEW YORK	09588
TUNNEY (SSN 682)	SAN FRANCISCO	96679
TUSCALOOSA (LST 1187)	SAN FRANCISCO	96679
ULYSSES S. GRANT (SSBN 631)	NEW YORK	09570

UNDERWOOD (FFG 36)	MIAMI	34093
*VALDEZ (FF 1096)	NEW YORK	09590
*VANCOUVER (LPD 2)	SAN FRANCISCO	96682
VANDEGRIFT (FFG 48)	SAN FRANCISCO	96674
VIRGINIA (CGN 38)	NEW YORK	09590
VOGE (FF 1047)	MIAMI	34093
VON STEUBEN (SSBN 632)	MIAMI	34093
*VREELAND (FF 1068)	MIAMI	34093
WABASH (AOR 5)	SAN FRANCISCO	96683
WADDELL (DDG 24)	SAN FRANCISCO	96683
WADSWORTH (FFG 9)	SAN FRANCISCO	96683
WAINWRIGHT (CG 28)	MIAMI	34093
*WHALE (SSN 638)	NEW YORK	09591
WHIDBEY ISLAND (LSD 41)	SEATTLE	98115
WHIPPLE (FF 1062)	SAN FRANCISCO	96683
WICHITA (AOR 1)	SAN FRANCISCO	96683
WILL ROGERS (SSBN 659)	NEW YORK	09586
*WILLAMETTE (AO 180)	SAN FRANCISCO	96683
WILLIAM H STANDLEY (CG 32)	SAN FRANCISCO	96678
WILLIAM H. BATES (SSN 680)	SAN FRANCISCO	96661
*WILLIAM V. PRATT (DDG 44)	MIAMI	34092
WOODROW WILSON (SSBN 624)	MIAMI	34093
WORDEN (CG 18)	SAN FRANCISCO	96683
W. S. SIMS (FF 1059)	MIAMI	34093

APPENDIX D

FLEET SURVEY DATA

CODE	LEGEND
S	Service: V = Atlantic, R = Pacific
UIC	Unit Identification Code of Ship
REQ	Requisition Date
SER	Serial Number of Requisition: W = CASREP
PD	Priority Designator: 01 - 13
G	Issue Priority Group: 1 - 3
REC	Receipt Date
SHP	Ship Date
M	Mode of Shipment - see Fig. IV-2
STK	Issuing Stock Point - see Fig. IV-3
I	Integrated Logistics Overhaul: Yes or No
D	Deployed: Yes or No
TRT	Transportation Time: REC minus SHP
RQT	Total Requisition Time: REC minus REQ

S	UIC	TYP	REQ	SER	PD	G	REC	SHP	M	STK	I	D	TRT	RQT
V	968	FFG	4279	A053	2	1	4283	4283	X	NBZ	N	Y	0	4
V	2968	FFG	4277	A029	12	3	4286	4285	X	NBZ	N	Y	1	9
R	3062	BB	4278	0007	6	2	4298	4288	9	NDZ	N	N	10	20
R	3062	BB	4278	0022	13	3	4303	4298	9	NDZ	N	N	5	25
R	3062	BB	4278	0026	13	3	4303	4298	9	NDZ	N	N	5	25
R	3062	BB	4291	0474	6	2	4352	4302	9	NDZ	N	N	50	61
R	3062	BB	4290	0374	6	2	4305	4300	9	NDZ	N	N	5	15
R	3062	BB	4278	0005	6	2	4298	4288	9	NDZ	N	N	10	20
R	3062	BB	4278	0024	13	3	4303	4298	9	NDZ	N	N	5	25
R	3062	BB	4278	0023	13	3	4319	4298	9	NDZ	N	N	21	41
R	3062	BB	4278	0025	13	3	4303	4295	9	NDZ	N	N	8	25
R	3062	BB	4278	0011	6	2	4303	4288	9	NDZ	N	N	15	25
V	3132	LSD	4278	0014	6	2	5072	5072	9	NNI	N	N	0	160
R	3135	LSD	4310	0607	6	2	4325	4320	9	NDZ	N	N	5	15
R	3135	LSD	4310	0643	13	3	4331	4328	9	NDZ	N	N	3	21
R	3135	LSD	4321	0912	13	3	4359	4351	9	NDZ	N	N	8	38
R	3135	LSD	4297	0401	6	2	4300	4298	U	NPZ	N	N	2	3
R	3135	LSD	4297	0422	13	3	4325	4321	9	NDZ	N	N	4	28
R	3135	LSD	4285	0205	13	3	4331	4314	9	NDZ	N	N	17	46
R	3135	LSD	4310	0616	6	2	4331	4320	9	NDZ	N	N	11	21
R	3135	LSD	4357	1069	13	3	5021	5018	9	NDZ	N	N	3	30
R	3135	LSD	4284	W023	6	2	4325	4289	U	NZY	N	N	36	41
R	3135	LSD	4292	W393	6	2	4299	4298	U	NPZ	N	N	1	7
V	4677	DDG	4275	A003	5	2	4289	4278	G	NNZ	N	Y	11	14
V	4677	DDG	4275	A001	5	2	4284	4276	G	NNZ	N	Y	8	9
V	4677	DDG	4283	W187	2	1	4305	4284	G	SUC	N	Y	21	22
V	4677	DDG	4275	A004	5	2	4285	4276	G	NNZ	N	Y	9	10
V	4677	DDG	4279	A121	2	1	4338	4303	U	NNZ	N	Y	35	59
V	4677	DDG	4283	A186	2	1	4306	4297	U	NNZ	N	Y	9	23
V	4677	DDG	4275	A002	5	2	4285	4279	G	NNZ	N	Y	6	10
V	4677	DDG	4279	A136	12	3	4325	4283	9	NRZ	N	Y	42	46
V	4677	DDG	4275	A007	5	2	4289	4276	G	NNZ	N	Y	13	14
V	4677	DDG	4279	A138	12	3	4325	4283	9	NRZ	N	Y	42	46
V	4677	DDG	4279	A122	2	1	4338	4299	U	NNZ	N	Y	39	59
V	4677	DDG	4279	A125	12	3	4325	4283	G	NRZ	N	Y	42	46
V	4677	DDG	4282	A185	2	1	4356	4348	G	P58	N	Y	8	74
V	4677	DDG	4279	A135	12	3	4325	4283	9	NRZ	N	Y	42	46
V	4677	DDG	4279	A124	12	3	4320	4283	G	NRZ	N	Y	37	41
V	4699	FFG	4277	W001	2	1	4285	4279	F	NNZ	N	Y	6	8
V	4699	FFG	4280	A005	5	2	4305	4280	H	NNZ	N	Y	25	25
V	4699	FFG	4287	A013	12	3	5018	4290	9	NRZ	N	Y	94	97
V	4699	FFG	4287	A011	12	3	5018	4290	9	NRZ	N	Y	94	97
V	4699	FFG	4287	A015	12	3	4319	4292	H	NUZ	N	Y	27	32
V	4699	FFG	4287	A014	12	3	4319	4293	G	S9C	N	Y	26	32
V	4699	FFG	4284	W007	2	1	4305	4285	F	NDZ	N	Y	20	21
V	4699	FFG	4287	A010	12	3	4307	4292	H	S9I	N	Y	15	20
V	4699	FFG	4287	A012	5	2	4306	4288	H	NNZ	N	Y	18	19
V	4699	FFG	4287	A021	5	2	4356	4288	U	NNG	N	Y	68	69

V	4699	FFG	4287	A016	5	2	4365	4351	H	NOZ	N	Y	14	78
V	4699	FFG	4287	A020	5	2	4331	4325	H	S9E	N	Y	6	44
R	5117	SSN	4275	0015	13	3	4285	4277	9	NUZ	N	N	8	10
R	5117	SSN	4289	0044	6	2	4296	4290	9	NUZ	N	N	6	7
R	5117	SSN	4275	0014	13	3	4285	4276	9	N66	N	N	9	10
R	5117	SSN	4275	0013	13	3	4285	4277	9	NUZ	N	N	8	10
R	5117	SSN	4276	0028	6	2	4277	4276	9	N66	N	N	1	1
R	5117	SSN	4291	0048	6	2	4320	4299	9	N66	N	N	21	29
R	5117	SSN	4289	0043	6	2	4320	4300	G	N77	N	N	20	31
R	5117	SSN	4275	0016	13	3	4285	4277	9	NUZ	N	N	8	10
R	5117	SSN	4276	0027	6	2	4277	4276	9	N66	N	N	1	1
R	5127	SSN	4341	0082	6	2	5010	4349	9	NOZ	Y	N	27	35
R	5127	SSN	4289	0018	13	3	4332	4295	9	NOZ	Y	N	37	43
R	5127	SSN	4341	0083	6	2	5010	4349	9	NOZ	Y	N	27	35
R	5127	SSN	4341	0081	6	2	5010	4349	9	NOZ	Y	N	27	35
R	5127	SSN	4341	0080	6	2	5010	4349	9	NOZ	Y	N	27	35
R	5127	SSN	4289	0019	13	3	4312	4295	9	NOZ	Y	N	17	23
R	5127	SSN	4289	0017	13	3	4332	4295	9	NOZ	Y	N	37	43
R	5127	SSN	4341	0084	6	2	5021	4349	9	NOZ	Y	N	38	46
R	5127	SSN	4284	0015	13	3	4312	4292	9	NOZ	Y	N	20	28
R	5127	SSN	4284	0014	13	3	4352	4292	9	NOZ	Y	N	60	68
V	5130	SSN	4300	0528	2	1	4324	4307	U	NNC	N	Y	17	24
V	5130	SSN	4300	0529	2	1	4310	4306	U	S9C	N	Y	4	10
V	5130	SSN	4310	0643	12	3	4311	4311	9	NRZ	N	Y	0	1
V	5130	SSN	4331	0700	12	3	4342	4326	9	NRZ	N	Y	16	11
V	5130	SSN	4300	0526	2	1	4301	4300	9	NRZ	N	Y	1	1
V	5130	SSN	4300	0552	5	2	4324	4314	H	NNC	N	Y	10	24
V	5130	SSN	4331	0696	12	3	4331	4331	9	NRZ	N	Y	0	0
V	5130	SSN	4314	0690	12	3	4342	4335	G	NOZ	N	Y	7	28
V	5130	SSN	4300	0535	5	2	4324	4313	G	S9C	N	Y	11	24
V	5130	SSN	4331	0699	12	3	4345	4343	9	NRZ	N	Y	2	14
V	5130	SSN	4300	0540	5	2	4306	4305	9	NRZ	N	Y	1	6
V	5130	SSN	4300	0530	2	1	4306	4306	9	NRZ	N	Y	0	6
V	5130	SSN	4300	0544	5	2	4306	4305	9	NRZ	N	Y	1	6
V	5130	SSN	4305	0584	5	2	4325	4325	9	NRZ	N	Y	0	20
V	5131	SSN	4278	0058	2	1	4279	4278	R	NNZ	N	N	1	1
V	5131	SSN	4275	0050	12	3	5116	5053	G	GSA	N	N	63	207
V	5131	SSN	4283	0099	5	2	4298	4286	9	NIZ	N	N	12	15
V	5131	SSN	4283	0283	12	3	4321	4320	9	NIZ	N	N	1	38
V	5131	SSN	4283	0091	5	2	4298	4286	9	NIZ	N	N	12	15
V	5131	SSN	4275	0036	12	3	4328	4323	G	GSA	N	N	5	53
V	5131	SSN	4277	W055	2	1	4279	4278	R	S9C	N	N	1	2
V	5131	SSN	4275	0054	2	1	4298	4275	U	NNZ	N	N	23	23
V	5131	SSN	4283	0284	12	3	4319	4314	9	NIZ	N	N	5	36
V	5131	SSN	4283	0079	5	2	4298	4286	9	NIZ	N	N	12	15
V	5131	SSN	4275	0037	12	3	4298	4289	9	NIZ	N	N	9	23
V	5131	SSN	4278	0062	2	1	4280	4279	U	NRZ	N	N	1	2
V	5131	SSN	4279	0069	5	2	4283	4279	9	NIZ	N	N	4	4
V	5131	SSN	4283	0073	5	2	4298	4286	9	NIZ	N	N	12	15
V	5131	SSN	4279	W065	2	1	4280	4280	9	NIZ	N	N	0	1

V	5137	SSN	4311	0340	2	1	4313	4312	U	NNZ	N	N	1	2
V	5137	SSN	4298	W002	2	1	4299	4299	U	NRZ	N	N	0	1
V	5137	SSN	4284	W001	2	1	4299	4288	U	NNZ	N	N	11	15
V	5137	SSN	4287	0003	5	2	4306	4287	9	NIZ	N	N	19	19
V	5137	SSN	4287	0008	2	1	4299	4288	U	NIZ	N	N	11	12
V	5137	SSN	4287	0004	5	2	4299	4289	H	S9C	N	N	10	12
V	5137	SSN	4296	0023	12	3	4310	4305	9	NIZ	N	N	5	14
V	5137	SSN	4289	0014	5	2	4306	4289	S	NKZ	N	N	17	17
V	5137	SSN	4289	0012	5	2	4299	4291	H	S9C	N	N	8	10
V	5137	SSN	4296	0017	12	3	4319	4313	H	SCC	N	N	6	23
V	5137	SSN	4296	0024	12	3	4310	4305	9	NIZ	N	N	5	14
V	5137	SSN	4290	0013	2	1	4301	4290	9	NIZ	N	N	11	11
V	5137	SSN	4296	0022	12	3	4310	4305	9	NIZ	N	N	5	14
V	5137	SSN	4296	0020	5	2	4307	4304	9	NIZ	N	N	3	11
R	5842	LKA	4276	W010	2	1	4298	4280	F	NVZ	N	Y	18	22
R	5847	LKA	4276	W009	2	1	5037	5018	H	S9E	N	Y	19	127
R	5847	LKA	4276	W012	2	1	5011	4355	F	S9G	N	Y	22	101
R	5847	LKA	4277	0019	12	3	4296	4289	S	NZZ	N	Y	7	19
R	5847	LKA	4276	W008	2	1	4298	4280	Q	SBG	N	Y	18	22
R	5847	LKA	4277	0028	5	2	5006	4279	P	SBC	N	Y	93	95
R	5847	LKA	4276	W011	2	1	4298	4280	F	NNG	N	Y	18	22
R	5847	LKA	4277	0016	12	3	4297	4289	S	NZZ	N	Y	8	20
R	5847	LKA	4277	0015	12	3	4309	4291	V	NOZ	N	Y	18	32
R	5847	LKA	4277	0013	12	3	4297	4289	S	NZZ	N	Y	8	20
R	5847	LKA	4277	0027	5	2	5101	5090	H	S9G	N	Y	11	190
R	5847	LKA	4277	0030	5	2	4296	4281	S	NZZ	N	Y	15	19
R	5847	LKA	4277	0014	12	3	4303	4289	S	NZZ	N	Y	14	26
R	5847	LKA	4277	0029	5	2	4297	4282	H	NOG	N	Y	15	20
R	5847	LKA	4277	0026	5	2	5144	5137	G	S9C	N	Y	7	233
R	7171	LPD	4277	0055	12	3	4320	4296	9	NDZ	N	N	24	43
R	7171	LPD	4277	0097	12	3	4295	4293	9	NDZ	N	N	2	18
R	7171	LPD	4276	0030	12	3	4325	4321	9	NDZ	N	N	4	49
R	7171	LPD	4277	0054	12	3	4288	4283	9	NDZ	N	N	5	11
R	7171	LPD	4276	0051	5	2	4288	4284	9	NDZ	N	N	4	12
R	7171	LPD	4276	0006	5	2	4307	4297	H	NNZ	N	N	10	31
R	7171	LPD	4277	0062	5	2	4288	4281	H	NNZ	N	N	7	11
R	7171	LPD	4276	0029	12	3	4318	4307	9	NDZ	N	N	11	42
R	7171	LPD	4277	0055	5	2	4320	4296	9	NDZ	N	N	24	43
R	7171	LPD	4275	0001	5	2	4305	4294	H	NNZ	N	N	11	30
R	7184	LPD	4313	0703	5	2	4326	4319	H	NOZ	N	Y	7	13
R	7184	LPD	4313	0697	5	2	4324	4319	H	NOZ	N	Y	5	11
R	7184	LPD	4345	1195	12	3	5018	4356	G	NOZ	N	Y	28	39
R	7184	LPD	4353	W345	2	1	5003	4359	F	NDZ	N	Y	10	16
R	7184	LPD	4303	0571	5	2	4310	4308	H	NNZ	N	Y	2	7
R	7184	LPD	4303	0598	12	3	4338	4316	G	NOZ	N	Y	22	35
R	7184	LPD	4277	0063	12	3	4302	4302	9	NDZ	N	Y	0	25
R	7184	LPD	4348	1278	5	2	4361	4355	H	NOZ	N	Y	6	13
R	7184	LPD	4313	0718	12	3	4353	4329	G	NOZ	N	Y	24	40
R	7184	LPD	4345	1193	5	2	4357	4352	H	NOZ	N	Y	5	12
R	7184	LPD	4351	W321	2	1	5003	4358	F	NOZ	N	Y	11	18

R	7184	LPD	4330	W058	2	1	4347	4337	U	N35	N	Y	10	17
R	7184	LPD	4286	0196	12	3	4310	4304	G	NOZ	N	Y	6	24
R	7184	LPD	4353	W373	2	1	5003	4363	F	NOZ	N	Y	6	16
R	7184	LPD	4325	W035	2	1	4347	4337	F	NOZ	N	Y	10	22
V	7201	LPD	4290	0041	6	2	4303	4300	U	NNG	N	N	3	13
V	7201	LPD	4290	0053	6	2	4303	4295	U	S9M	N	N	8	13
V	7201	LPD	4283	0009	13	3	4296	4292	U	NNT	N	N	4	13
V	7201	LPD	4290	0040	6	2	4301	4300	U	S9G	N	N	1	11
V	7201	LPD	4283	0005	13	3	4289	4285	U	NNZ	N	N	4	6
V	7201	LPD	4290	0044	6	2	4303	4298	U	NNZ	N	N	5	13
V	7201	LPD	4283	0008	13	3	4296	4292	U	NNT	N	N	4	13
V	7201	LPD	4283	0006	13	3	4290	4286	U	NNZ	N	N	4	7
V	7201	LPD	4276	0001	6	2	4276	4276	U	NNZ	N	N	0	0
V	7201	LPD	4283	0007	13	3	4302	4299	U	NNT	N	N	3	19
R	8822	AE	4277	0016	13	3	4311	4292	9	NOI	N	N	19	34
R	8822	AE	4277	0017	13	3	4319	4292	9	NOG	N	N	27	42
R	8822	AE	4277	0019	6	2	4312	4291	9	NOI	N	N	21	35
R	8822	AE	4277	0018	6	2	4299	4291	9	NOC	N	N	8	22
R	8822	AE	4277	0021	13	3	4320	4292	9	NOG	N	N	28	43
R	8822	AE	4277	0011	6	2	4316	4291	9	NOE	N	N	25	39
R	8822	AE	4275	0002	6	2	4300	4293	N	NDZ	N	N	7	25
R	8822	AE	4277	0020	13	3	4319	4292	9	NOC	N	N	27	42
R	8822	AE	4277	0012	6	2	4314	4291	9	NOE	N	N	23	37
V	20019	LST	4283	A040	6	2	4318	4307	H	NNC	Y	N	11	35
V	20019	LST	4290	A052	6	2	4293	4292	A	NRZ	Y	N	1	3
V	20019	LST	4278	0033	13	3	4305	4285	A	NRZ	Y	N	20	27
V	20019	LST	4310	0243	13	3	5014	4331	A	S9I	Y	N	49	70
V	20019	LST	4278	0023	13	3	4290	4283	A	NRZ	Y	N	7	12
V	20019	LST	4298	0177	13	3	4310	4300	A	NRZ	Y	N	10	12
V	20019	LST	4286	A045	6	2	4291	4286	A	NRZ	Y	N	5	5
V	20019	LST	4293	0163	13	3	4318	4296	A	NRZ	Y	N	22	25
V	20019	LST	4276	A001	6	2	5058	5048	A	S9I	Y	N	10	148
V	20019	LST	4278	A011	6	2	4293	4283	A	NRZ	Y	N	10	15
R	20030	LST	4291	0168	13	3	5017	4323	G	NFZ	Y	N	60	92
R	20030	LST	4310	0553	13	3	4353	4341	U	NDZ	Y	N	12	43
R	20030	LST	4306	0547	6	2	4354	4325	U	NDZ	Y	N	29	48
R	20030	LST	4290	0115	13	3	4322	4318	U	NDZ	Y	N	4	32
R	20030	LST	4366	0985	6	2	5079	5011	U	NDZ	Y	N	68	79
R	20030	LST	4276	0008	13	3	4312	4310	J	NDZ	Y	N	2	36
R	20030	LST	4276	0010	6	2	4298	4297	J	NDZ	Y	N	1	22
R	20030	LST	4276	0011	13	3	4321	4314	U	NDZ	Y	N	7	45
R	20030	LST	4289	0097	6	2	5029	5016	U	NDZ	Y	N	13	106
R	20030	LST	4290	0161	6	2	4332	4305	U	NDZ	Y	N	27	42
R	20114	AE	4341	1923	3	1	4341	4341	X	NOZ	N	N	0	0
R	20114	AE	4316	W437	3	1	5002	4341	U	NRZ	N	N	27	52
R	20114	AE	4275	0022	13	3	4324	4289	9	NOZ	N	N	35	49
R	20114	AE	4275	0002	6	2	4317	4308	H	NNZ	N	N	9	42
R	20114	AE	4275	0003	6	2	4303	4298	H	SUG	N	N	5	28
R	20114	AE	4275	0005	6	2	4289	4277	B	NOZ	N	N	12	14
R	20114	AE	4275	0023	13	3	4363	4352	G	SMG	N	N	11	88

R	20114	AE	4275	0001	6	2	4289	4277	B	NOZ	N	N	12	14
R	20114	AE	4275	0021	13	3	4299	4289	9	NOZ	N	N	10	24
R	20114	AE	4275	0027	13	3	4289	4278	9	NOZ	N	N	11	14
R	20114	AE	4275	0024	13	3	4299	4284	9	NOZ	N	N	15	24
R	20114	AE	4275	0004	6	2	4289	4277	B	NOZ	N	N	12	14
V	20574	DD	4275	A004	12	3	4306	4289	H	SUI	N	Y	17	31
V	20574	DD	4275	A005	12	3	5123	4282	H	SUI	N	Y	207	214
V	20574	DD	4276	W182	2	1	4286	4280	9	NNZ	N	Y	6	10
V	20574	DD	4275	A003	12	3	4289	4279	9	NNT	N	Y	10	14
V	20574	DD	4276	W184	2	1	4285	4280	9	NNZ	N	Y	5	9
V	20574	DD	4276	W179	2	1	5130	5108	H	SSC	N	Y	22	220
V	20574	DD	4276	W183	2	1	4301	4280	9	NNZ	N	Y	21	25
V	20574	DD	4275	A001	12	3	4292	4279	9	NNG	N	Y	13	17
V	20574	DD	4276	A160	5	2	4319	4279	9	NNZ	N	Y	40	43
V	20574	DD	4275	A002	12	3	4293	4279	9	NNT	N	Y	14	18
V	20574	DD	4276	A159	5	2	4291	4279	9	NNZ	N	Y	12	15
V	20574	DD	4275	A135	5	2	4293	4279	9	NNC	N	Y	14	18
V	20574	DD	4276	A157	5	2	4297	4279	9	NNZ	N	Y	18	21
V	20574	DD	4276	A158	5	2	4291	4279	9	NNZ	N	Y	12	15
V	20574	DD	4276	W181	2	1	4308	4280	9	NNZ	N	Y	28	32
R	20617	DD	4290	W123	2	1	4303	4292	H	SUI	N	Y	11	13
R	20617	DD	4307	0286	12	3	5009	4309	G	NOZ	N	Y	66	68
R	20617	DD	4284	0070	5	2	4308	4299	H	SBI	N	Y	9	24
R	20617	DD	4306	0223	12	3	4317	4308	H	NPZ	N	Y	9	11
R	20617	DD	4280	D012	2	1	4347	4300	H	NRZ	N	Y	47	67
R	20617	DD	4307	0284	12	3	4337	4309	A	NOZ	N	Y	28	30
R	20617	DD	4284	0072	5	2	4318	4284	H	NPZ	N	Y	34	34
R	20617	DD	4284	0069	5	2	4293	4285	H	NOZ	N	Y	8	9
R	20617	DD	4284	0066	5	2	5108	4285	H	NOZ	N	Y	189	190
R	20617	DD	4307	0291	12	3	4312	4309	G	NOZ	N	Y	3	5
R	20617	DD	4348	0542	13	3	5014	4353	9	NDZ	N	Y	27	32
R	20617	DD	4282	W058	2	1	4292	4284	H	NDZ	N	Y	8	10
R	20617	DD	4290	W124	2	1	4303	4292	H	SUI	N	Y	11	13
R	20617	DD	4284	0071	5	2	4318	4284	H	NPZ	N	Y	34	34
R	20617	DD	4290	W125	2	1	4317	4290	H	NPZ	N	Y	27	27
R	20682	CGN	4277	0033	12	3	4290	4286	9	NDZ	N	Y	4	13
R	20682	CGN	4276	W004	2	1	4287	4283	H	NOZ	N	Y	4	11
R	20682	CGN	4290	W009	2	1	4305	4298	F	NOZ	N	Y	7	15
R	20682	CGN	4329	W019	2	1	4338	4331	F	NVZ	N	Y	7	9
R	20682	CGN	4278	0061	12	3	4300	4290	9	NDZ	N	Y	10	22
R	20682	CGN	4277	0037	5	2	4290	4279	9	NDZ	N	Y	11	13
R	20682	CGN	4277	0028	5	2	4286	4279	9	NDZ	N	Y	7	9
R	20682	CGN	4277	0031	12	3	4290	4286	9	NDZ	N	Y	4	13
R	20682	CGN	4332	W020	2	1	4343	4334	F	NVZ	N	Y	9	11
R	20682	CGN	4328	W018	2	1	5003	4329	F	NVZ	N	Y	40	41
R	20682	CGN	4277	0054	5	2	4283	4279	9	NDZ	N	Y	4	6
R	20682	CGN	4277	0034	5	2	4286	4279	9	NDZ	N	Y	7	9
R	20682	CGN	4277	0030	5	2	4286	4279	9	NDZ	N	Y	7	9
R	20682	CGN	4278	0065	12	3	4303	4291	G	NOZ	N	Y	12	25
R	20682	CGN	4277	0032	12	3	4305	4284	G	SMI	N	Y	21	28

R	20783	SSN	4300	E008	2	1	4318	4312	H	FAJ	N	Y	6	18
R	20783	SSN	4276	W003	2	1	4286	4276	F	NNZ	N	Y	10	10
R	20783	SSN	4276	E002	2	1	4285	4276	F	NNZ	N	Y	9	9
V	20964	FFG	4276	A004	6	2	4307	4288	H	NNZ	N	N	19	31
V	20964	FFG	4283	W015	3	1	4285	4284	U	NBZ	N	N	1	2
V	20964	FFG	4285	0038	13	3	4297	4291	G	NBZ	N	N	6	12
V	20964	FFG	4279	0012	13	3	4356	4300	G	NBZ	N	N	56	77
V	20964	FFG	4287	W048	3	1	4296	4293	U	NNI	N	N	3	9
V	20964	FFG	4276	A006	6	2	4320	4281	6	SUC	N	N	39	44
V	20964	FFG	4277	A009	6	2	4291	4287	H	Q86	N	N	4	14
V	20964	FFG	4285	W040	3	1	4288	4288	J	NBZ	N	N	0	3
V	20964	FFG	4284	A032	13	3	4298	4292	X	NBZ	N	N	6	14
V	20964	FFG	4285	0047	13	3	4299	4296	X	NBZ	N	N	3	14
V	20964	FFG	4287	W049	3	1	4287	4287	X	NBZ	N	N	0	0
V	20964	FFG	4275	A001	6	2	4275	4275	X	NBZ	N	N	0	0
V	20964	FFG	4287	W053	3	1	4296	4293	H	SUI	N	N	3	9
V	20964	FFG	4285	0048	13	3	4293	4292	X	NBZ	N	N	1	8
V	20964	FFG	4277	A003	6	2	4277	4277	X	NBZ	N	N	0	0
V	20966	FFG	4297	A260	3	1	4297	4297	F	NBZ	N	Y	0	0
V	20966	FFG	4276	A002	12	3	4307	4276	F	NNZ	N	Y	31	31
V	20966	FFG	4276	A004	12	3	4306	4276	G	NNZ	N	Y	30	30
V	20966	FFG	4280	W041	2	1	4308	4281	F	NNZ	N	Y	27	28
V	20966	FFG	4280	W044	2	1	4305	4281	F	NNZ	N	Y	24	25
V	20966	FFG	4276	A008	12	3	4303	4276	G	NNZ	N	Y	27	27
V	20966	FFG	4276	A018	5	2	5002	4363	H	NDZ	N	Y	5	92
V	20966	FFG	4276	A009	5	2	4300	4276	H	NNZ	N	Y	24	24
V	20966	FFG	4276	A003	5	2	4309	4276	H	NNZ	N	Y	33	33
V	20966	FFG	4280	W042	2	1	4308	4281	F	NNZ	N	Y	27	28
V	20966	FFG	4276	A016	5	2	4307	4276	H	NNZ	N	Y	31	31
R	20967	FFG	4279	0022	13	3	4304	4289	9	NDZ	N	N	15	25
R	20967	FFG	4279	0025	13	3	4304	4289	9	NDZ	N	N	15	25
R	20967	FFG	4279	0029	6	2	4312	4286	H	NNZ	N	N	26	33
R	20967	FFG	4286	W015	3	1	4296	4290	R	S9G	N	N	6	10
R	20967	FFG	4279	0028	6	2	4299	4282	H	NOZ	N	N	17	20
R	20967	FFG	4279	0038	6	2	4298	4284	H	SUC	N	N	14	19
R	20967	FFG	4283	A003	3	1	4307	4287	9	NDZ	N	N	20	24
R	20967	FFG	4279	0021	13	3	4305	4287	G	NOZ	N	N	18	26
R	20967	FFG	4277	A002	3	1	5064	5033	9	NDZ	N	N	31	153
R	20967	FFG	4279	0026	6	2	4306	4283	9	NDZ	N	N	23	27
R	20967	FFG	4279	0023	13	3	4304	4289	9	NDZ	N	N	15	25
R	20967	FFG	4279	0024	13	3	4304	4289	9	NDZ	N	N	15	25
R	20967	FFG	4279	0030	6	2	4313	4298	H	NNZ	N	N	15	34
V	20968	FFG	4277	A030	12	3	4286	4283	X	NBZ	N	Y	3	9
V	20968	FFG	4277	A031	12	3	4290	4285	H	NDZ	N	Y	5	13
V	20968	FFG	4277	A032	12	3	4286	4285	X	NBZ	N	Y	1	9
V	20968	FFG	4276	A001	2	1	4276	4276	X	NBZ	N	Y	0	0
V	20968	FFG	4284	A070	2	1	4284	4284	X	NBZ	N	Y	0	0
V	20968	FFG	4276	A008	5	2	4290	4283	X	NBZ	N	Y	7	14
V	20968	FFG	4277	A026	12	3	4286	4283	X	NBZ	N	Y	3	9
R	20978	FFG	4324	W559	3	1	4328	4326	9	NDZ	N	N	2	4

R	20978	FFG	5080	4381	13	3	5119	5104	9	NDZ	N	N	15	39
R	20978	FFG	5191	6110	6	2	5224	5221	H	NNZ	N	N	3	33
R	20978	FFG	5190	6093	6	2	5205	5197	A	SCI	N	N	8	15
R	20978	FFG	5080	4380	13	3	5155	5135	G	S9G	N	N	20	75
R	20978	FFG	5080	4382	13	3	5119	5104	9	NDZ	N	N	15	39
R	20978	FFG	4324	W546	3	1	4328	4326	H	NOZ	N	N	2	4
R	20978	FFG	4324	W557	3	1	4328	4326	I	NDZ	N	N	2	4
R	20978	FFG	4286	W031	3	1	4296	4296	I	NDZ	N	N	0	10
R	20978	FFG	5191	6109	6	2	5206	5201	A	SUE	N	N	5	15
R	20978	FFG	5190	6091	6	2	5209	5199	A	SUI	N	N	10	19
R	20978	FFG	4324	W558	3	1	4328	4328	F	NOZ	N	N	0	4
R	20978	FFG	5080	4389	13	3	5113	5105	A	SBG	N	N	8	33
R	20978	FFG	5080	4379	13	3	5124	5109	G	S9G	N	N	15	44
R	20978	FFG	5190	6092	6	2	5219	5199	9	NDZ	N	N	20	29
V	21056	FFG	4279	W065	2	1	4308	4286	F	R37	N	Y	22	29
V	21056	FFG	4331	0628	13	3	4346	4332	X	NBZ	N	Y	14	15
V	21056	FFG	4297	W208	2	1	4307	4300	F	NNZ	N	Y	7	10
V	21056	FFG	4275	A003	5	2	4301	4295	H	NNZ	N	Y	6	26
V	21056	FFG	4297	W209	2	1	4307	4300	F	NNZ	N	Y	7	10
V	21056	FFG	4275	A002	5	2	4289	4281	H	NNZ	N	Y	8	14
V	21056	FFG	4331	0627	13	3	4339	4337	G	NNZ	N	Y	2	8
V	21056	FFG	4295	W206	2	1	4303	4300	F	S9E	N	Y	3	8
V	21056	FFG	4297	W207	2	1	4307	4300	F	NNZ	N	Y	7	10
V	21056	FFG	4331	0625	13	3	4345	4332	X	NBZ	N	Y	13	14
V	21056	FFG	4331	0630	13	3	4345	4332	X	NBZ	N	Y	13	14
V	21056	FFG	4275	A004	5	2	4308	4295	H	NNZ	N	Y	13	33
V	21056	FFG	4275	A005	5	2	4309	4279	F	NOZ	N	Y	30	34
V	21056	FFG	4275	A001	5	2	4293	4281	H	NNZ	N	Y	12	18
V	21056	FFG	4331	0629	13	3	4345	4332	X	NBZ	N	Y	13	14
R	21104	FFG	4277	W034	6	2	4290	4285	U	NDZ	N	Y	5	13
R	21104	FFG	4284	W125	3	1	4307	4295	U	SRE	N	Y	12	23
R	21104	FFG	4278	0048	6	2	4306	4295	U	NOZ	N	Y	11	28
R	21104	FFG	4278	W044	6	2	4290	4285	U	NDZ	N	Y	5	12
R	21104	FFG	4321	W481	2	1	4333	4324	U	NDZ	N	Y	9	12
R	21104	FFG	4278	0042	6	2	4320	4287	U	NDZ	N	Y	33	42
R	21104	FFG	4276	0028	13	3	4321	4299	U	NDZ	N	Y	22	45
R	21104	FFG	4325	W580	2	1	4342	4336	U	SRE	N	Y	6	17
R	21104	FFG	4321	W480	2	1	4329	4326	U	NOZ	N	Y	3	8
R	21104	FFG	4275	0013	13	3	4307	4296	U	NDZ	N	Y	11	32
R	21104	FFG	4275	0017	13	3	4307	4296	U	NDZ	N	Y	11	32
R	21104	FFG	4353	W742	2	1	4362	4353	U	NOZ	N	Y	9	9
R	21104	FFG	4278	W045	6	2	4306	4292	U	NOZ	N	Y	14	28
R	21104	FFG	4275	0015	13	3	4307	4296	U	NDZ	N	Y	11	32
R	21104	FFG	4275	0047	13	3	4307	4296	U	NDZ	N	Y	11	32
V	21416	DD	4276	A016	12	3	4291	4290	G	NNI	N	Y	1	15
V	21416	DD	4276	W001	2	1	4278	4277	F	NNZ	N	Y	1	2
V	21416	DD	4296	W006	2	1	4309	4299	G	SRE	N	Y	10	13
V	21416	DD	4306	W007	2	1	4314	4310	F	NNI	N	Y	4	8
V	21416	DD	4349	W012	2	1	5005	4351	H	NDZ	N	Y	20	22
V	21416	DD	4276	A018	12	3	4307	4285	H	SUI	N	Y	22	31

V	21416	DD	4276	A015	12	3	4291	4290	G	NNI	N	Y	1	15
V	21416	DD	4276	A014	12	3	4292	4290	G	NNZ	N	Y	2	16
V	21416	DD	4352	W013	2	1	4359	4355	F	NVZ	N	Y	4	7
V	21416	DD	4276	A008	5	2	4285	4282	G	SUE	N	Y	3	9
V	21416	DD	4275	A005	5	2	4280	4239	G	SUC	N	Y	41	77
V	21416	DD	4276	A007	5	2	4285	4282	G	SUE	N	Y	3	9
V	21416	DD	4275	A006	5	2	4280	4277	F	NNC	N	Y	3	5
V	21416	DD	4276	A013	12	3	4286	4282	F	NNZ	N	Y	4	10
V	21416	DD	4276	A009	5	2	4285	4281	G	SUE	N	Y	4	9
V	40699	FFG	4284	W008	2	1	4290	4285	F	NNZ	N	Y	5	6
V	52233	DDG	4283	A053	5	2	4307	4302	H	NDZ	N	Y	5	24
V	52233	DDG	4283	A051	5	2	4328	4309	H	NDZ	N	Y	19	45
V	52233	DDG	4280	A019	2	1	4306	4293	H	NNZ	N	Y	13	26
V	52233	DDG	4283	A023	12	3	4298	4289	G	NNZ	N	Y	9	15
Y	52233	DDG	4283	A025	12	3	4352	4337	A	SCI	N	Y	15	69
V	52233	DDG	4283	A028	12	3	4336	4288	A	NNZ	N	Y	48	53
V	52233	DDG	4282	A021	2	1	4336	4285	F	NNZ	N	Y	51	54
V	52233	DDG	4283	A046	5	2	4306	4288	U	NNZ	N	Y	18	23
V	52233	DDG	4281	A020	2	1	5058	5056	H	N35	N	Y	2	143
V	52233	DDG	4283	A052	5	2	4320	4308	H	NDZ	N	Y	12	37
V	52233	DDG	4282	A022	2	1	4336	4286	F	NNZ	N	Y	50	54
R	52233	DDG	4283	A042	5	2	4306	4288	H	NNZ	N	Y	18	23
V	52233	DDG	4283	A027	12	3	4328	4289	A	NNZ	N	Y	39	45
V	52233	DDG	4285	A066	2	1	4336	4286	F	NNZ	N	Y	50	51
V	52233	DDG	4283	A024	12	3	4306	4290	A	SUT	N	Y	16	23
V	52236	DDG	4275	A018	2	1	4283	4282	F	NNC	N	Y	1	8
V	52236	DDG	4276	A025	12	3	4305	4287	G	NNC	N	Y	18	29
V	52236	DDG	4275	A010	5	2	4292	4285	V	NJZ	N	Y	7	17
V	52236	DDG	4277	A049	12	3	4312	4290	V	NRZ	N	Y	22	35
V	52236	DDG	4277	A062	2	1	4281	4277	H	SRG	N	Y	4	4
V	52236	DDG	4276	A021	5	2	4285	4279	H	SAI	N	Y	6	9
V	52236	DDG	4275	A008	5	2	4306	4280	V	NRZ	N	Y	26	31
V	52236	DDG	4275	A005	12	3	4332	4289	G	SCC	N	Y	43	57
V	52236	DDG	4278	A077	12	3	4310	4296	V	NRZ	N	Y	14	32
V	52236	DDG	4276	W026	2	1	4283	4279	H	NRZ	N	Y	4	7
V	52236	DDG	4277	A063	2	1	4291	4291	H	NOZ	N	Y	0	14
V	52236	DDG	4275	A011	5	2	4306	4289	H	NNZ	N	Y	17	31
V	52236	DDG	4276	A020	2	1	4287	4279	H	SCC	N	Y	8	11
V	52236	DDG	4277	A028	5	2	4332	4297	6	B46	N	Y	35	55
V	52236	DDG	4275	A004	12	3	4303	4282	G	NDZ	N	Y	21	28
R	52704	CG	4277	0014	5	2	4303	4283	H	NOZ	N	Y	20	26
R	52704	CG	4278	W101	2	1	4285	4279	F	NVZ	N	Y	6	7
R	52704	CG	4280	W271	2	1	4290	4284	F	NVZ	N	Y	6	10
R	52704	CG	4326	1576	12	3	5046	4328	6	NVZ	N	Y	84	86
R	52704	CG	4326	1575	12	3	4349	4328	9	NVZ	N	Y	21	23
R	52704	CG	4326	1574	12	3	5106	5088	G	NNZ	N	Y	18	146
R	52704	CG	4276	E002	5	2	4290	4277	F	NVZ	N	Y	13	14
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R	52704	CG	4276	E004	5	2	4290	4277	F	NVZ	N	Y	13	14
R	52704	CG	4277	0013	5	2	4291	4279	F	NVZ	N	Y	12	14

R	52704	CG	4278	W080	2	1	4285	4278	R	NOZ	N	Y	7	7
R	52704	CG	4326	1577	12	3	5046	4328	6	NVZ	N	Y	84	86
R	52704	CG	4278	W102	2	1	4285	4279	F	NVZ	N	Y	6	7
R	52704	CG	4280	W210	2	1	4302	4283	F	NNZ	N	Y	19	22
R	52704	CG	4276	E003	5	2	4290	4277	F	NVZ	N	Y	13	14
V	54039	FF	4277	A002	5	2	4277	4277	X	NBZ	N	Y	0	0
V	54039	FF	4278	A008	2	1	4283	4280	H	NNE	N	Y	3	5
V	54039	FF	4277	A004	5	2	4277	4277	X	NBZ	N	Y	0	0
V	54039	FF	4278	W007	2	1	5008	4362	N	S93	N	Y	12	96
V	54039	FF	4296	A054	12	3	4306	4298	G	NNI	N	Y	8	10
V	54039	FF	4278	W006	2	1	5008	5002	N	NRZ	N	Y	6	96
V	54039	FF	4285	A025	5	2	4285	4285	X	NBZ	N	Y	0	0
V	54039	FF	4285	A026	5	2	4285	4285	X	NBZ	N	Y	0	0
V	54039	FF	4278	A005	2	1	4285	4281	H	NNE	N	Y	4	7
V	54039	FF	4296	A051	12	3	4352	4304	G	NNI	N	Y	48	56
V	54039	FF	4296	A049	12	3	4306	4299	G	NNE	N	Y	7	10
V	54039	FF	4296	A050	12	3	5015	4309	G	NNE	N	Y	72	85
V	54039	FF	4275	A001	2	1	4297	4284	H	SUE	N	Y	13	22
V	54039	FF	4296	D039	12	3	4344	4319	H	NNZ	N	Y	25	48
V	54039	FF	4277	A003	5	2	4277	4277	X	NBZ	N	Y	0	0
R	54050	FF	4277	0046	6	2	4306	4287	H	SBG	N	N	19	29
R	54050	FF	4320	1126	2	1	4326	4323	U	NNZ	N	N	3	6
R	54050	FF	4277	0010	6	2	4306	4286	H	NOZ	N	N	20	29
R	54050	FF	4277	0025	6	2	4306	4288	H	SBI	N	N	18	29
R	54050	FF	4277	0024	6	2	4306	4286	H	NOZ	N	N	20	29
R	54050	FF	4277	0030	6	2	4306	4287	H	NOZ	N	N	19	29
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R	54050	FF	4277	0100	13	3	4318	4298	G	NOE	N	N	20	41
R	54050	FF	4277	0074	13	3	5056	5030	G	SBI	N	N	26	145
R	54050	FF	4327	W198	2	1	4341	4340	Q	P58	N	N	1	14
R	54050	FF	4331	W211	2	1	4336	4332	Q	P58	N	N	4	5
R	54050	FF	4277	0081	13	3	4318	4299	G	SUC	N	N	19	41
R	54050	FF	4282	0245	13	3	5002	4334	G	SCC	N	N	34	86
R	54050	FF	4277	0076	13	3	4318	4298	G	NOI	N	N	20	41
R	54050	FF	4326	W195	2	1	4340	4329	U	NZZ	N	N	11	14
V	54056	FF	4288	A005	6	2	4306	4296	S	NNC	N	N	10	18
V	54056	FF	4288	A004	6	2	5241	5051	G	NNZ	N	N	190	319
V	54056	FF	4288	A006	6	2	4297	4291	H	SMC	N	N	6	9
V	54056	FF	4277	W001	6	2	4294	4287	U	NDZ	N	N	7	17
V	54056	FF	4291	A027	13	3	4303	4301	S	NNZ	N	N	2	12
V	54056	FF	4292	A030	13	3	4338	4312	G	NOZ	N	N	26	46
V	54056	FF	4292	A028	13	3	4303	4301	S	NNZ	N	N	2	11
V	54056	FF	4292	A031	13	3	4303	4301	S	NNZ	N	N	2	11
V	54056	FF	4292	A029	13	3	4303	4301	S	NNZ	N	N	2	11
V	54056	FF	4277	A002	6	2	4298	4282	U	NDZ	N	N	16	21
R	54061	FF	4275	0028	6	2	4281	4280	B	NDZ	Y	N	1	6
R	54061	FF	4275	0065	13	3	4297	4279	B	NDZ	Y	N	18	22
R	54061	FF	4278	0099	6	2	4296	4283	B	NOZ	Y	N	13	18
R	54061	FF	4275	0027	13	3	4298	4279	B	NDZ	Y	N	19	23
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R 52706 CG   4275 0005 13 3 5080 4284 A NVZ N Y 162 171
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R  1936 AGD  4289 6003  6 2 4313 4311 9 NDZ N N   2  24
R  1936 AGD  4279 0121 13 3 4314 4296 9 NDZ N N  18  35
R  1936 AGD  4320 6020  6 2 4347 4346 9 NDZ N N   1  27
R  1936 AGD  4362 6023  6 2 5035 5015 U NVZ N N  20  39
R  1936 AGD  4289 6004  6 2 4331 4323 9 NDZ N N   8  42
R  1936 AGD  4279 0127 13 3 4314 4296 9 NDZ N N  18  35
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R  1936 AGD  4290 0189 13 3 4318 4306 9 NDZ N N  12  28
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V  4671 DDG  4313 A309 13 3 5205 5165 H P73 N N  40 258
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V  4672 DDG  4276 A079  6 2 4336 4318 A SUE N Y  18  60
V  4672 DDG  4332 B044  3 1 5030 5025 H N35 N Y   5  64
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R  4679 DDG  4277 0002  6 2 4324 4285 U NOZ N N  39  47
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R  4679 DDG  4277 0035  6 2 4310 4288 9 NDZ N N  22  33
R  4679 DDG  4277 0019 13 3 4303 4302 9 NDZ N N   1  26
R  4679 DDG  4277 0005 13 3 4340 4309 G NFZ N N  31  63
R  4679 DDG  4306 W705  3 1 4319 4319 9 NDZ N N   0  13
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R  4679 DDG  4277 0008 13 3 5066 4309 H NFZ N N 123 155
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V	4848	AO	4275	A032	5	2	4299	4285	G	NNC	N	N	14	24
V	4848	AO	4275	A001	5	2	4352	4340	G	NNZ	N	N	12	77
V	4848	AO	4275	A018	5	2	4312	4278	H	NNZ	N	N	34	37
V	4848	AO	4275	A017	5	2	4312	4278	H	NNZ	N	N	34	37
V	4848	AO	4275	A008	12	3	4304	4285	G	NNZ	N	N	19	29
V	4848	AO	4275	A007	12	3	4296	4285	G	NNG	N	N	11	21
V	4848	AO	4275	A002	12	3	4296	4285	G	NNZ	N	N	11	21
R	5832	AOE	4352	1897	13	3	4359	4359	X	NUZ	N	Y	0	7
R	5832	AOE	4278	E110	2	1	4320	4300	H	P38	N	Y	20	42
R	5832	AOE	4304	1040	13	3	4327	4327	O	NVZ	N	Y	0	23
R	5832	AOE	4314	W404	2	1	4318	4316	O	NVZ	N	Y	2	4
R	5832	AOE	4280	0138	13	3	4326	4291	O	NVZ	N	Y	35	46
R	5832	AOE	4277	W105	2	1	4283	4279	O	NDZ	N	Y	4	6
R	5832	AOE	4295	W751	2	1	4318	4305	F	NNZ	N	Y	13	23
R	5832	AOE	4278	E109	2	1	4318	4304	O	NDZ	N	Y	14	40
V	5844	LKA	4290	D181	13	3	4319	4303	G	SCI	N	N	16	29
V	5844	LKA	4304	D258	13	3	4328	4324	G	NNE	N	N	4	24
V	5844	LKA	4304	A300	13	3	4362	4326	G	NOC	N	N	36	58
V	5844	LKA	4287	W151	3	1	4287	4287	X	NNZ	N	N	0	0
V	5844	LKA	4321	A359	6	2	4321	4321	X	NNZ	N	N	0	0
V	5844	LKA	4289	W161	3	1	4290	4289	U	NOZ	N	N	1	1
V	5844	LKA	4287	A144	13	3	4331	4300	G	SUI	N	N	31	44
V	5844	LKA	4287	W157	3	1	4289	4288	Q	SUI	N	N	1	2
V	5844	LKA	4314	W356	6	2	4326	4320	H	SCI	N	N	6	12
V	5844	LKA	4287	W153	3	1	4287	4287	X	NNC	N	N	0	0
V	5844	LKA	4328	A451	6	2	4342	4336	9	NNI	N	N	6	14
V	5844	LKA	4287	W159	3	1	4289	4288	U	SUI	N	N	1	2
V	5844	LKA	4328	A376	6	2	4353	4336	9	NNE	N	N	17	25
V	5844	LKA	4304	D259	13	3	4328	4320	G	NNC	N	N	8	24
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R	7176	LPD	4277	0036	13	3	4325	4285	9	NDZ	Y	Y	40	48
R	7176	LPD	4277	0031	13	3	4300	4285	9	NDZ	Y	Y	15	23
R	7176	LPD	4277	0033	13	3	4323	4285	9	NDZ	Y	Y	38	46
R	7176	LPD	4277	0044	6	2	4300	4285	9	NDZ	Y	Y	15	23
R	7176	LPD	4276	0011	6	2	4300	4292	9	NDZ	Y	Y	8	24
R	7176	LPD	4277	0032	13	3	4325	4285	9	NDZ	Y	Y	40	48
R	7176	LPD	4277	0041	6	2	4293	4288	H	NDZ	Y	Y	5	16
R	7176	LPD	4277	0035	13	3	4325	4285	9	NDZ	Y	Y	40	48
R	7176	LPD	4277	0069	6	2	4297	4286	9	NDZ	Y	Y	11	20
R	7176	LPD	4277	0068	6	2	4300	4285	9	NDZ	Y	Y	15	23
R	7182	LPD	4277	0022	6	2	4298	4278	9	NDZ	N	N	20	21
R	7182	LPD	4277	0027	13	3	5172	5150	H	NPZ	N	N	22	261
R	7182	LPD	4277	0030	13	3	4292	4283	H	SBT	N	N	9	15
R	7182	LPD	4277	0029	13	3	4291	4282	9	NDZ	N	N	9	14
R	7182	LPD	4324	W005	3	1	4361	4337	H	NVZ	N	N	24	37
R	7182	LPD	4276	0004	6	2	4296	4284	H	GS2	N	N	12	20
R	7182	LPD	4296	W004	3	1	4296	4296	H	S9C	N	N	0	0
R	7182	LPD	4277	0025	13	3	4291	4291	9	NDT	N	N	0	14

R	7182	LPD	4277	0021	6	2	4292	4292	9	NDZ	N	N	0	15
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R	7182	LPD	4286	W003	3	1	4306	4298	H	N35	N	N	8	20
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R	7182	LPD	4277	0032	13	3	4297	4278	9	NDZ	N	N	19	20
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R	7182	LPD	4275	0002	6	2	4278	4276	9	NDZ	N	N	2	3
R	7203	LSD	4277	0049	13	3	4313	4288	9	NDZ	N	Y	25	36
R	7203	LSD	4279	W175	2	1	4330	4299	U	NNZ	N	Y	31	51
R	7203	LSD	4277	0053	6	2	4311	4286	9	NDZ	N	Y	25	34
R	7203	LSD	4292	0380	6	2	4313	4300	H	NNI	N	Y	13	21
R	7203	LSD	4293	0412	13	3	5086	5083	9	NDZ	N	Y	3	159
R	7203	LSD	4353	1229	12	3	5148	5109	G	NOI	N	Y	39	161
R	7203	LSD	4303	0549	13	3	4332	4317	G	NOI	N	Y	15	29
R	7203	LSD	4312	0662	6	2	5088	5080	H	SCC	N	Y	8	143
R	7203	LSD	4325	0910	6	2	4341	4335	H	SUI	N	Y	6	16
R	7203	LSD	4277	0052	13	3	4312	4288	9	NDZ	N	Y	24	35
R	7203	LSD	4275	0011	6	2	4303	4282	9	NDZ	N	Y	21	28
R	20015	LSD	4289	3061	13	3	4300	4297	9	NDZ	N	N	3	11
R	20015	LSD	4340	3447	6	2	4354	4344	9	NDZ	N	N	10	14
R	20015	LSD	4306	3149	13	3	4318	4312	9	NDZ	N	N	6	12
R	20015	LSD	4276	3000	6	2	4299	4281	H	NOE	N	N	18	23
R	20015	LSD	4289	3050	6	2	4299	4292	H	NOI	N	N	7	10
R	20015	LSD	4306	3146	6	2	5023	5021	X	NDZ	N	N	2	83
R	20015	LSD	4332	3389	13	3	4353	4342	9	NDZ	N	N	11	21
R	20015	LSD	4340	A437	3	1	4340	4340	X	NDZ	N	N	0	0
R	20015	LSD	4276	3001	13	3	4296	4287	9	NDZ	N	N	9	20
R	20015	LSD	4331	3331	6	2	4353	4336	9	NDZ	N	N	17	22
R	20015	LSD	4324	3272	13	3	4350	4336	9	NDZ	N	N	14	26
V	20027	LST	4277	A003	6	2	4300	4281	9	NNZ	N	N	19	23
V	20027	LST	4277	A004	13	3	4290	4286	9	NNZ	N	N	4	13
V	20027	LST	4295	A036	13	3	4311	4306	9	NNZ	N	N	5	16
V	20027	LST	4286	A020	13	3	4303	4293	H	S9E	N	N	10	17
V	20027	LST	4295	A027	6	2	4325	4304	9	NNZ	N	N	21	30
V	20027	LST	4295	A033	13	3	4326	4308	9	NNZ	N	N	18	31
V	20027	LST	4295	A029	6	2	4318	4306	9	NNZ	N	N	12	23
V	20027	LST	4277	A005	13	3	4299	4283	H	S93	N	N	16	22
V	20027	LST	4286	W019	6	2	4299	4295	U	NNZ	N	N	4	13
V	20027	LST	4306	A047	6	2	4319	4315	9	NNZ	N	N	4	13
V	20032	LST	4286	A028	12	3	4299	4287	9	NNZ	N	Y	12	13
V	20032	LST	4286	A025	12	3	4312	4287	H	NNZ	N	Y	25	26
V	20032	LST	4286	A031	5	2	4299	4287	9	NNZ	N	Y	12	13
V	20032	LST	4286	A024	12	3	4324	4292	H	S9C	N	Y	32	38
V	20032	LST	4285	A018	5	2	4330	4300	9	NNZ	N	Y	30	45
V	20032	LST	4286	A027	12	3	4312	4287	9	NNZ	N	Y	25	26
V	20032	LST	4286	A026	12	3	4308	4287	9	NNZ	N	Y	21	22
V	20032	LST	4286	A021	5	2	5085	5079	H	NRZ	N	Y	6	165
V	20032	LST	4285	A019	5	2	4299	4292	9	NNZ	N	Y	7	14
V	20032	LST	4286	A020	5	2	4325	4300	9	NNZ	N	Y	25	39
R	20058	FF	4353	1115	2	1	5010	4365	H	NDZ	N	Y	11	23

R	20058	FF	4283	0048	12	3	4296	4285	H	NZZ	N	Y	11	13
R	20058	FF	4297	W315	2	1	5002	4355	H	SCC	N	Y	13	71
R	20058	FF	4284	0086	12	3	4338	4328	H	NPZ	N	Y	10	54
R	20058	FF	4277	0032	12	3	4306	4283	H	SUC	N	Y	23	29
R	20058	FF	4284	0083	5	2	5083	5066	H	SAE	N	Y	17	165
R	20058	FF	4290	0170	5	2	4302	4293	J	NOZ	N	Y	9	12
R	20058	FF	4338	0804	2	1	4356	4340	H	NVZ	N	Y	16	18
R	20058	FF	4283	0054	5	2	4348	4325	F	NOZ	N	Y	23	65
R	20058	FF	4276	0004	5	2	5015	4358	H	NDZ	N	Y	23	105
R	20058	FF	4276	0019	12	3	4298	4290	J	NZZ	N	Y	8	22
R	20058	FF	4356	1145	2	1	5025	5010	F	NNZ	N	Y	15	35
R	20058	FF	4276	0014	12	3	4353	4315	F	SAM	N	Y	38	77
R	20058	FF	4290	0169	5	2	4306	4294	H	SMI	N	Y	12	16
V	20071	FF	4284	A014	13	3	4331	4288	H	S9C	N	N	43	47
V	20071	FF	4284	A011	13	3	4310	4287	G	SM2	N	N	23	26
V	20071	FF	4290	W090	3	1	4293	4291	U	NNZ	N	N	2	3
V	20071	FF	4294	A112	6	2	4306	4300	H	NNZ	N	N	6	12
V	20071	FF	4282	A008	6	2	4289	4285	H	S9G	N	N	4	7
V	20071	FF	4359	W477	3	1	4366	4363	U	NJZ	N	N	3	7
V	20071	FF	4352	W471	3	1	4355	4353	Q	NNZ	N	N	2	3
V	20071	FF	4276	A006	6	2	4303	4293	H	NPZ	N	N	10	27
V	20071	FF	4284	A015	13	3	4304	4285	S	NNZ	N	N	19	20
V	20071	FF	4291	A103	6	2	4301	4295	H	NNZ	N	N	6	10
V	20071	FF	4291	A104	6	2	4302	4295	H	NNZ	N	N	7	11
V	20071	FF	4284	A013	13	3	4303	4285	S	NNZ	N	N	18	19
V	20071	FF	4291	W101	3	1	4292	4292	R	NNZ	N	N	0	1
V	20071	FF	4284	A012	13	3	4304	4285	S	NNZ	N	N	19	20
V	20074	FF	4278	A005	6	2	4301	4301	H	NOC	N	N	0	23
V	20074	FF	4278	A003	6	2	4311	4301	H	NOC	N	N	10	33
V	20074	FF	4300	A095	3	1	4303	4300	Q	SCI	N	N	3	3
V	20074	FF	4278	A004	13	3	4297	4279	S	NNI	N	N	18	19
V	20074	FF	4278	A009	13	3	4297	4279	S	NNE	N	N	18	19
V	20074	FF	4278	A006	13	3	4297	4279	S	NNZ	N	N	18	19
V	20074	FF	4278	A002	6	2	4305	4279	S	NNC	N	N	26	27
V	20074	FF	4307	W186	3	1	4312	4208	U	NNZ	N	N	104	5
V	20074	FF	4312	A227	3	1	4328	4312	U	RMZ	N	N	16	16
V	20074	FF	4278	A011	6	2	4297	4279	S	NNZ	N	N	18	19
V	20074	FF	4300	A094	3	1	4305	4300	Q	SCI	N	N	5	5
V	20074	FF	4278	A001	6	2	4297	4280	S	NNI	N	N	17	19
V	20075	FF	4275	A116	6	2	4355	4321	H	NNZ	N	Y	34	80
V	20075	FF	4275	A003	13	3	4304	4294	H	NNZ	N	Y	10	29
V	20075	FF	4275	A113	6	2	4355	4321	H	NNZ	N	Y	34	80
V	20075	FF	4275	A115	6	2	4355	4321	H	S9G	N	Y	34	80
V	20075	FF	4275	A114	6	2	4355	4321	H	NNZ	N	Y	34	80
V	20075	FF	4275	A004	13	3	4304	4294	H	NNZ	N	Y	10	29
V	20075	FF	4275	A002	13	3	5071	5050	H	S93	N	Y	21	162
V	20075	FF	4275	A001	13	3	4304	4294	H	NNZ	N	Y	10	29
V	20075	FF	4275	A117	6	2	4355	4334	H	S9I	N	Y	21	80
V	20075	FF	4292	W390	3	1	4322	4322	H	NNZ	N	Y	0	30
V	20075	FF	4275	A005	13	3	4304	4294	H	NNZ	N	Y	10	29

R	20113	AE	4276	0004	12	3	4334	4297	9	NOZ	N	Y	37	58
R	20113	AE	4227	0056	5	2	4278	4278	9	NVZ	N	Y	0	51
R	20113	AE	4277	0048	5	2	4278	4278	9	NVZ	N	Y	0	1
R	20113	AE	4279	0123	2	1	4279	4279	9	NVZ	N	Y	0	0
R	20113	AE	4277	0053	5	2	4278	4278	9	NVZ	N	Y	0	1
R	20113	AE	4277	0046	5	2	4278	4278	9	NVZ	N	Y	0	1
R	20113	AE	4276	0007	12	3	5018	4297	9	NOZ	N	Y	87	108
R	20113	AE	4276	0008	12	3	4334	4297	9	NOZ	N	Y	37	58
R	20113	AE	4276	0005	12	3	5011	4297	9	NOZ	N	Y	80	101
R	20113	AE	4276	0006	12	3	4334	4297	9	NOZ	N	Y	37	58
R	20113	AE	4277	0050	5	2	4278	4278	9	NVZ	N	Y	0	1
R	20113	AE	4296	0276	2	1	4322	4298	9	NVZ	N	Y	24	26
V	20120	AOE	4277	A007	13	3	5002	4354	A	S9E	N	N	14	91
V	20120	AOE	4279	A055	6	2	4302	4295	9	NNZ	N	N	7	23
V	20120	AOE	4279	A038	6	2	4299	4295	9	NNZ	N	N	4	20
V	20120	AOE	4277	A008	13	3	4313	4291	A	S9E	N	N	22	36
V	20120	AOE	4277	W024	6	2	4305	4293	9	NNZ	N	N	12	28
V	20120	AOE	4280	A061	6	2	4302	4300	9	NNZ	N	N	2	22
V	20120	AOE	4277	A006	13	3	4301	4293	A	S9G	N	N	8	24
V	20120	AOE	4277	A001	13	3	4298	4295	G	NNZ	N	N	3	21
V	20120	AOE	4277	A002	13	3	4298	4295	G	NNZ	N	N	3	21
V	20120	AOE	4277	A004	6	2	4305	4289	9	NNZ	N	N	16	28
V	20590	DD	4291	A064	12	3	4304	4294	H	NNG	N	N	10	13
V	20590	DD	4291	A061	12	3	4306	4298	H	SRG	N	N	8	15
V	20590	DD	4276	A008	2	1	4276	4276	9	NNZ	N	N	0	0
V	20590	DD	4284	W016	5	2	4285	4284	9	NNZ	N	N	1	1
V	20590	DD	4291	A113	2	1	4291	4291	9	NNZ	N	N	0	0
V	20590	DD	4291	A071	12	3	4304	4294	H	NNI	N	N	10	13
V	20590	DD	4291	A070	12	3	4312	4297	H	NRZ	N	N	15	21
V	20590	DD	4291	A065	12	3	4306	4296	H	SUE	N	N	10	15
V	20590	DD	4285	A024	5	2	4296	4288	9	NNZ	N	N	8	11
V	20590	DD	4277	W010	2	1	4283	4279	9	NNZ	N	N	4	6
V	20590	DD	4285	A026	2	1	4285	4285	9	NNZ	N	N	0	0
V	20590	DD	4285	A021	5	2	4289	4287	F	SAM	N	N	2	4
V	20590	DD	4293	A130	2	1	4298	4298	9	NNZ	N	N	0	5
V	20590	DD	4284	W017	5	2	4285	4284	9	NNZ	N	N	1	1
V	20590	DD	4285	A023	5	2	4286	4285	9	NNZ	N	N	1	1
R	20591	DD	4319	1370	6	2	4338	4324	G	GFI	N	N	14	19
R	20591	DD	4320	1392	13	3	4348	4336	9	NDZ	N	N	12	28
R	20591	DD	4307	1063	6	2	4326	4314	9	NDZ	N	N	12	19
R	20591	DD	4320	1390	13	3	4348	4336	9	NDZ	N	N	12	28
R	20591	DD	4307	1060	6	2	4348	4314	9	NDZ	N	N	34	41
R	20591	DD	4320	1388	13	3	5202	5177	G	SUI	N	N	25	248
R	20591	DD	4320	1389	13	3	4348	4336	9	NDZ	N	N	12	28
R	20591	DD	4320	1391	13	3	4344	4332	G	SBG	N	N	12	24
R	20591	DD	4319	1365	6	2	4336	4322	G	SUG	N	N	14	17
R	20601	DD	4332	W012	3	1	5249	5242	H	P14	N	N	7	283
R	20601	DD	4274	0004	6	2	4289	4280	H	NNZ	N	N	9	15
R	20601	DD	4275	0047	13	3	4306	4295	9	NDZ	N	N	11	31
R	20601	DD	4274	0006	6	2	4295	4283	9	NDZ	N	N	12	21

R	20601	DD	4276	0054	13	3	5170	5162	G	NOG	N	N	8	260
R	20601	DD	4274	0003	6	2	4310	4289	H	S9M	N	N	21	36
R	20601	DD	4275	0035	13	3	4306	4295	9	NDZ	N	N	11	31
R	20601	DD	4274	0005	6	2	4290	4283	9	NDZ	N	N	7	16
R	20601	DD	4315	W009	3	1	4327	4320	H	NOZ	N	N	7	12
R	20601	DD	4274	0007	6	2	4289	4281	H	NNZ	N	N	8	15
R	20601	DD	4275	0048	13	3	4306	4286	H	NFZ	N	N	20	31
R	20601	DD	4275	0036	13	3	4306	4295	9	NDZ	N	N	11	31
R	20965	FFG	4280	0160	12	3	4288	4287	9	NVZ	N	Y	1	8
R	20965	FFG	4280	W008	2	1	4318	4306	5	NVZ	N	Y	12	38
R	20965	FFG	4275	0010	5	2	4282	4280	9	NVZ	N	Y	2	7
R	20965	FFG	4280	0162	12	3	4288	4287	9	NVZ	N	Y	1	8
R	20965	FFG	4275	0011	6	2	4278	4277	9	NVZ	N	Y	1	3
R	20965	FFG	4295	W016	2	1	4314	4301	U	NVZ	N	Y	13	19
R	20965	FFG	4280	0161	12	3	4288	4287	9	NVZ	N	Y	1	8
R	20965	FFG	4275	0013	5	2	4278	4276	9	NVZ	N	Y	2	3
R	20965	FFG	4280	0163	12	3	4288	4287	9	NVZ	N	Y	1	8
R	20965	FFG	4275	0014	5	2	4278	4276	9	NVZ	N	Y	2	3
R	20965	FFG	4275	W001	2	1	4297	4280	H	N35	N	Y	17	22
R	20965	FFG	4279	W002	2	1	4300	4285	U	NVZ	N	Y	15	21
R	20965	FFG	4280	0158	12	3	4305	4289	9	NVZ	N	Y	16	25
R	20965	FFG	4275	0016	5	2	4279	4276	9	NVZ	N	Y	3	4
V	20975	FFG	4277	A008	6	2	4290	4287	H	NOZ	N	Y	3	13
V	20975	FFG	4285	A044	13	3	4303	4303	X	NBZ	N	Y	0	18
V	20975	FFG	4285	A045	13	3	4303	4303	X	NBZ	N	Y	0	18
V	20975	FFG	4277	A003	6	2	4299	4299	X	NBZ	N	Y	0	22
V	20975	FFG	4277	A001	6	2	4290	4286	U	SCC	N	Y	4	13
V	20975	FFG	4285	A043	13	3	4306	4300	A	SRG	N	Y	6	21
V	20975	FFG	4285	A042	13	3	5080	5075	7	SBE	N	Y	5	161
V	20975	FFG	4277	A002	6	2	5023	5016	C	SCC	N	Y	7	112
V	20975	FFG	4277	A006	6	2	5033	5027	7	SUI	N	Y	6	122
V	20975	FFG	4285	A041	13	3	4303	4295	9	NBZ	N	Y	8	18
R	21048	AO	4276	0007	13	3	5026	4284	9	NPZ	N	N	108	116
R	21048	AO	4276	0009	13	3	4321	4283	G	SCI	N	N	38	45
R	21048	AO	4276	0006	13	3	4349	4283	9	NPZ	N	N	66	73
R	21048	AO	4276	0047	6	2	4307	4293	H	NDZ	N	Y	14	31
R	21048	AO	4276	0033	6	2	4324	4282	9	NPZ	N	N	42	48
R	21048	AO	4276	0072	6	2	5017	4289	9	NPZ	N	N	94	107
R	21048	AO	4276	0071	6	2	4321	4282	9	NPZ	N	N	39	45
R	21048	AO	4276	0005	13	3	4321	4284	G	SMI	N	N	37	45
R	21048	AO	4342	W003	2	1	4348	4344	9	NPZ	N	N	4	6
R	21048	AO	4276	0010	13	3	4331	4282	G	NOE	N	N	49	55
R	21048	AO	4302	W004	2	1	4349	4345	H	NOE	N	N	4	47
R	21048	AO	4276	0048	6	2	4321	4289	H	SBG	N	N	32	45
V	21057	FFG	4279	W105	2	1	4307	4291	F	NNZ	N	Y	16	28
V	21057	FFG	4278	A026	12	3	4292	4284	G	NNZ	N	Y	8	14
V	21057	FFG	4278	A025	12	3	4331	4315	H	NNZ	N	Y	16	53
V	21057	FFG	4278	A027	12	3	4292	4284	G	NNZ	N	Y	8	14
V	21057	FFG	4278	A029	12	3	4362	4347	6	SRG	N	Y	15	84
V	21057	FFG	4276	A010	5	2	4282	4280	H	SCC	N	Y	2	6

V	21057	FFG	4279	W102	2	1	4310	4297	U	R37	N	Y	13	31
V	21057	FFG	4276	A014	5	2	5063	5054	H	NNZ	N	Y	9	153
V	21057	FFG	4276	A006	5	2	4354	4348	H	SAE	N	Y	6	78
V	21057	FFG	4279	W104	2	1	4314	4291	R	R37	N	Y	23	35
V	21057	FFG	4276	A003	5	2	4286	4281	F	NNZ	N	Y	5	10
V	21057	FFG	4276	A009	5	2	4286	4280	H	NNZ	N	Y	6	10
V	21057	FFG	4278	A028	12	3	4292	4284	G	NNZ	N	Y	8	14
V	21107	FFG	4300	A041	6	2	4330	4319	U	NDZ	N	N	11	30
V	21107	FFG	4283	A002	13	3	4312	4292	U	NRZ	N	N	20	29
V	21107	FFG	4283	A004	13	3	5021	4294	U	NRZ	N	N	93	104
V	21107	FFG	4306	A042	6	2	4346	4323	U	NNZ	N	N	23	40
V	21107	FFG	4283	A003	13	3	5039	4297	U	NRZ	N	N	108	122
V	21107	FFG	4283	A005	13	3	5021	4292	U	NRZ	N	N	95	104
V	21107	FFG	4326	A100	6	2	5060	4334	U	NIZ	N	N	92	100
V	21107	FFG	4283	A001	13	3	4311	4292	U	NRZ	N	N	19	28
V	21107	FFG	4326	A098	6	2	4339	4331	U	NRZ	N	N	8	13
V	21107	FFG	4321	A098	6	2	5004	4363	U	NNZ	N	N	7	49
R	21439	DDG	4289	0710	13	3	4318	4296	A	SUB	N	N	22	29
R	21439	DDG	4279	0501	6	2	5126	5088	G	SBG	N	N	38	213
R	21439	DDG	4280	0587	6	2	4285	4281	U	NOI	N	N	4	5
R	21439	DDG	4275	0028	6	2	4302	4281	9	NDZ	N	N	21	27
R	21439	DDG	4343	1933	3	1	4354	4349	9	NDZ	N	N	5	11
R	21439	DDG	4275	0022	13	3	4299	4288	9	NDZ	N	N	11	24
R	21439	DDG	4355	2248	3	1	4362	4356	U	NNZ	N	N	6	7
R	21439	DDG	4275	0012	13	3	4303	4288	9	NDZ	N	N	15	28
R	21439	DDG	4289	0273	13	3	4313	4297	B	NOZ	N	N	16	24
R	21439	DDG	4275	0029	6	2	4289	4279	H	SMG	N	N	10	14
R	21439	DDG	4276	0430	6	2	5072	5071	5	P62	N	N	1	162
R	21439	DDG	4325	1569	3	1	4348	4325	U	NNE	N	N	23	23
R	21439	DDG	4275	0016	13	3	4304	4288	9	NDZ	N	N	16	29
R	52693	CG	4349	1969	13	3	4363	4348	9	NDZ	N	N	15	14
R	52693	CG	4363	2235	3	1	4363	4363	X	NDZ	N	N	0	0
R	52693	CG	4363	2236	3	1	5016	5009	H	NBZ	N	N	7	19
R	52693	CG	4279	0172	6	2	4300	4281	9	NDZ	N	N	19	21
R	52693	CG	4366	2278	6	2	5003	5002	X	NDZ	N	N	1	3
R	52693	CG	4293	0590	13	3	4307	4298	9	NDZ	N	N	9	14
R	52693	CG	4286	0310	6	2	4305	4297	9	NDZ	N	N	8	19
R	52693	CG	4286	0302	6	2	4307	4296	9	NDZ	N	N	11	21
R	52693	CG	4293	0576	6	2	4306	4301	9	NDZ	N	N	5	13
R	52693	CG	4275	0037	13	3	4304	4296	9	NDZ	N	N	8	29
R	52693	CG	4307	0957	13	3	5003	5002	9	NDZ	N	N	1	62
R	52693	CG	4340	1657	13	3	5003	4346	G	NDZ	N	N	23	29
V	52701	CG	4363	A764	13	3	5010	5006	9	NNE	N	N	4	13
V	52701	CG	4275	A004	3	1	4275	4275	X	NNZ	N	N	0	0
V	52701	CG	4337	A495	13	3	4354	4348	9	NNE	N	N	6	17
V	52701	CG	4364	A767	6	2	4365	4364	X	NNI	N	N	1	1
V	52701	CG	4324	A435	6	2	4346	4336	9	NNE	N	N	10	22
V	52701	CG	4337	A482	13	3	4351	4346	9	NNE	N	N	5	14
V	52701	CG	4319	W410	3	1	4333	4323	9	NNZ	N	N	10	14
V	52701	CG	4342	A574	13	3	5029	5018	H	P58	N	N	11	53

V	52701	CG	4314	A386	13	3	4348	4333	H	SRG	N	N	15	34
V	52701	CG	4275	W002	2	1	4284	4284	U	NNZ	N	N	0	9
V	52701	CG	4319	W409	3	1	4331	4321	9	NNZ	N	N	10	12
V	52701	CG	4300	A212	6	2	5221	5166	H	NDZ	N	N	55	287
V	52701	CG	4300	A214	5	2	5046	5036	9	NNZ	N	N	10	112
V	52701	CG	4300	A210	6	2	4305	4301	9	NNZ	N	N	4	5
R	52705	CG	4355	W085	3	1	4355	4355	X	NDZ	N	N	0	0
R	52705	CG	4276	0060	13	3	4312	4292	9	NDZ	N	N	20	36
R	52705	CG	4276	0064	13	3	4313	4295	9	NDZ	N	N	18	37
R	52705	CG	4334	W063	3	1	4345	4340	U	N35	N	N	5	11
R	52705	CG	4276	0062	13	3	4313	4292	9	NDZ	N	N	21	37
R	52705	CG	4275	0011	6	2	4303	4275	9	NDZ	N	N	28	28
R	52705	CG	4275	0007	6	2	4276	4275	X	NDZ	N	N	1	1
R	52705	CG	4325	W059	3	1	4340	4336	U	SUE	N	N	4	15
R	52705	CG	4276	0061	13	3	4313	4292	9	NDZ	N	N	21	37
R	52705	CG	4275	0008	6	2	4276	4275	X	NDZ	N	N	1	1
R	52705	CG	4276	0063	13	3	4312	4299	9	NDZ	N	N	13	36
R	52705	CG	4275	0012	6	2	4347	4275	9	NDZ	N	N	72	72
R	52705	CG	4275	0009	6	2	4276	4275	9	NDZ	N	N	1	1
R	52705	CG	4335	W065	3	1	4356	4350	U	S86	N	N	6	21
R	52706	CG	4278	A062	6	2	4286	4280	I	NVZ	N	Y	6	8
R	52706	CG	4275	0008	13	3	5080	4284	A	NVZ	N	Y	162	171
R	52706	CG	4275	0007	13	3	5080	4284	A	NVZ	N	Y	162	171
R	52706	CG	4279	A070	6	2	4300	4280	F	NNE	N	Y	20	21
R	52706	CG	4278	A063	6	2	4279	4279	X	NVZ	N	Y	0	1
R	52706	CG	4278	A064	6	2	4280	4279	F	NVZ	N	Y	1	2
R	52706	CG	4275	0009	13	3	5080	4284	A	NVZ	N	Y	162	171
R	52706	CG	4279	A071	6	2	4280	4279	X	NVZ	N	Y	1	1
R	52706	CG	4275	0006	13	3	5080	4284	A	NVZ	N	Y	162	171
V	54037	FF	4276	A005	6	2	4291	4286	Q	S9C	N	Y	5	15
V	54037	FF	4307	A148	3	1	4309	4308	Q	NNZ	N	Y	1	2
V	54037	FF	4289	A026	13	3	4310	4309	A	NRZ	N	Y	1	21
V	54037	FF	4307	A149	3	1	4310	4308	Q	NNZ	N	Y	2	3
V	54037	FF	4289	A024	13	3	4307	4292	A	NRZ	N	Y	15	18
V	54037	FF	4289	A035	13	3	4307	4303	A	NRZ	N	Y	4	18
V	54037	FF	4289	A027	13	3	4307	4292	A	NRZ	N	Y	15	18
V	54037	FF	4275	W003	6	2	4282	4277	N	FFZ	N	Y	5	7
V	54037	FF	4296	A088	2	1	4307	4296	Q	S9E	N	Y	11	11
V	54037	FF	4306	A143	3	1	4306	4306	X	NRZ	N	Y	0	0
V	54037	FF	4275	W002	6	2	4291	4281	H	NOZ	N	Y	10	16
V	54037	FF	4277	A009	6	2	4278	4278	X	NRZ	N	Y	0	1
V	54037	FF	4278	A010	6	2	4289	4283	X	NRZ	N	Y	6	11
V	54037	FF	4289	A028	13	3	4297	4292	A	S9I	N	Y	5	8
V	54037	FF	4309	W154	3	1	4345	4311	U	NOZ	N	Y	34	36
R	54038	FF	4279	0040	6	2	4339	4330	U	NOZ	N	N	9	60
R	54038	FF	4276	W008	6	2	4289	4289	9	NDZ	N	N	0	13
R	54038	FF	4278	0011	6	2	4292	4285	9	NDZ	N	N	7	14
R	54038	FF	4276	0006	13	3	4317	4304	B	NOZ	N	N	13	41
R	54038	FF	4279	0029	6	2	5112	4324	U	NOZ	N	Y	154	199
R	54038	FF	4276	0007	13	3	4331	4304	B	NOZ	N	N	27	55

R	54038	FF	4278	0012	6	2	5224	5221	9	NDZ	N	N	3	312
R	54038	FF	4276	0005	13	3	4345	4329	B	NOZ	N	N	16	69
R	54038	FF	4279	0014	13	3	4345	4322	9	NDZ	N	N	23	66
R	54038	FF	4279	0016	13	3	4347	4345	G	NOZ	N	N	2	68
R	54045	FF	4285	0034	6	2	4338	4324	9	NDZ	N	N	14	53
R	54045	FF	4275	W002	3	1	4302	4300	Q	P58	N	N	2	27
R	54045	FF	4285	0035	6	2	4298	4292	9	NDZ	N	N	6	13
R	54045	FF	4285	0018	13	3	4298	4288	9	NDZ	N	N	10	13
R	54045	FF	4285	0024	13	3	4303	4292	9	NDZ	N	N	11	18
R	54045	FF	4283	W003	3	1	4286	4285	9	NDZ	N	N	1	3
R	54045	FF	4285	0023	13	3	4318	4291	9	NDZ	N	N	27	33
R	54045	FF	4285	0024	13	3	4303	4292	9	NDZ	N	N	11	18
R	54045	FF	4285	0021	6	2	4312	4291	9	NDZ	N	N	21	27
R	54045	FF	4285	0030	6	2	4297	4293	H	SUE	N	N	4	12
R	54045	FF	4285	0019	6	2	4312	4291	9	NDZ	N	N	21	27
R	54045	FF	4285	0025	13	3	4331	4291	9	NDZ	N	N	40	46
R	54045	FF	4285	0022	13	3	4318	4291	9	NDZ	N	N	27	33
R	54045	FF	4283	W004	3	1	4286	4285	9	NDZ	N	N	1	3
R	54066	FF	4278	0056	12	3	4291	4284	9	NPZ	N	Y	7	13
R	54066	FF	4276	0020	5	2	4276	4276	9	NPZ	N	Y	0	0
R	54066	FF	4275	W007	2	1	4326	4296	F	NNZ	N	Y	30	51
R	54066	FF	4278	0055	12	3	4291	4284	9	NPZ	N	Y	7	13
R	54066	FF	4276	0012	5	2	4276	4276	9	NPZ	N	Y	0	0
R	54066	FF	4278	0057	12	3	4291	4284	9	NPZ	N	Y	7	13
R	54066	FF	4276	0009	5	2	4276	4276	9	NPZ	N	Y	0	0
R	54066	FF	4276	0013	5	2	4276	4276	9	NPZ	N	Y	0	0
R	54066	FF	4279	W107	2	1	4288	4282	7	SUC	N	Y	6	9
R	54066	FF	4279	W110	2	1	4282	4279	9	NPZ	N	Y	3	3
R	54066	FF	4278	0058	12	3	4291	4284	9	NPZ	N	Y	7	13
R	54066	FF	4276	0019	5	2	4276	4276	9	NPZ	N	Y	0	0
R	54066	FF	4278	0059	12	3	4291	4284	9	NPZ	N	Y	7	13
R	54066	FF	4279	W109	2	1	4282	4279	9	NPZ	N	Y	3	3
R	54066	FF	4315	W912	2	1	4336	4322	F	NVZ	N	Y	14	21
R	54071	FF	4275	0017	13	3	4307	4297	9	NDZ	N	N	10	32
R	54071	FF	4275	0026	6	2	4309	4292	J	NUZ	N	N	17	34
R	54071	FF	4275	0016	13	3	4307	4297	9	NDZ	N	N	10	32
R	54071	FF	4275	0019	13	3	4307	4297	9	NDZ	N	N	10	32
R	54071	FF	4275	0018	13	3	4307	4297	9	NDZ	N	N	10	32
R	54071	FF	4275	0015	13	3	4307	4297	9	NDZ	N	N	10	32
R	54071	FF	4280	0062	6	2	4308	4288	9	NDZ	N	N	20	28
R	54071	FF	4275	0011	6	2	4275	4275	9	NDZ	N	N	0	0
R	54071	FF	4278	H044	6	2	5018	5018	9	NDZ	N	N	0	106
R	54071	FF	4275	H027	6	2	4338	4330	9	NDZ	N	N	8	63
R	54072	FF	4278	0078	13	3	4285	4282	D	NPZ	N	N	3	7
R	54072	FF	4278	0072	6	2	4286	4281	H	NOC	N	N	5	8
R	54072	FF	4278	0079	13	3	4285	4282	D	NPZ	N	N	3	7
R	54072	FF	4278	0063	6	2	4285	4280	D	NPZ	N	N	5	7
R	54072	FF	4278	0064	6	2	4289	4283	H	NOI	N	N	6	11
R	54072	FF	4278	0066	6	2	4285	4280	M	NPZ	N	N	5	7
R	54072	FF	4278	0065	6	2	4285	4280	M	NPZ	N	N	5	7

V	4676	DDG	4324	A244	12	3	5113	4325	H	SUE	N	Y	154	155
V	3061	BB	4278	0178	5	2	4290	4286	9	NNT	N	N	4	12
V	3061	BB	4275	0010	5	2	4285	4280	9	NNZ	N	N	5	10
V	3061	BB	4278	0015	5	2	4305	4293	9	NNG	N	N	12	27
V	3061	BB	4275	0012	12	3	4305	4285	H	SMM	N	N	20	30
V	3061	BB	4275	0007	5	2	4285	4280	9	NNT	N	N	5	10
V	3061	BB	4275	0011	12	3	4290	4284	9	NNG	N	N	6	15
V	3061	BB	4275	0006	12	3	4306	4285	9	NNG	N	N	21	31
V	3061	BB	4275	0005	12	3	4296	4285	9	NNZ	N	N	11	21
V	3061	BB	4278	0177	5	2	4390	4303	H	SMM	N	N	87	112
V	3061	BB	4275	0014	12	3	4289	4284	9	NMM	N	N	5	14
V	3134	LSD	4276	A018	12	3	5140	5120	G	SCC	N	Y	20	230
V	3134	LSD	4276	A009	12	3	4290	4282	G	NNZ	N	Y	8	14
V	3134	LSD	4276	A017	12	3	4288	4282	G	NNZ	N	Y	6	12
V	3134	LSD	4277	W086	2	1	4285	4280	F	NNZ	N	Y	5	8
V	3134	LSD	4279	W089	2	1	4283	4280	F	NNZ	N	Y	3	4
V	3134	LSD	4276	A012	5	2	4366	4281	H	NNI	N	Y	85	90
V	3134	LSD	4276	A007	5	2	4287	4281	H	NNZ	N	Y	6	11
V	3134	LSD	4276	W085	2	1	4283	4280	F	NNZ	N	Y	3	7
V	3134	LSD	4276	A002	5	2	4287	4282	H	S9G	N	Y	5	11
V	3134	LSD	4276	A010	12	3	4338	4295	G	SRE	N	Y	43	62
V	3134	LSD	4276	A081	2	1	4286	4280	H	NNZ	N	Y	6	10
V	3134	LSD	4276	A008	5	2	4283	4280	H	NNZ	N	Y	3	7
V	3134	LSD	4276	A003	5	2	4290	4280	H	NPZ	N	Y	10	14
V	3134	LSD	4276	A004	12	3	4338	4295	G	SRE	N	Y	43	62
V	4676	DDG	4329	A272	5	2	5092	5078	H	NNZ	N	Y	14	129
V	4676	DDG	4359	A535	5	2	5004	4362	H	SRG	N	Y	8	11
V	4676	DDG	4314	A204	12	3	5017	4320	H	SMI	N	Y	63	69
V	4676	DDG	4299	W079	2	1	5017	5011	F	NOZ	N	Y	6	84
V	4676	DDG	4321	A234	5	2	5042	5026	H	NNE	N	Y	16	87
V	4676	DDG	4277	W003	2	1	4332	4324	U	NDZ	N	Y	8	55
V	4676	DDG	4291	A034	12	3	4312	4292	G	NNE	N	Y	20	21
V	4676	DDG	4333	W320	2	1	4346	4335	H	SAE	N	Y	11	13
V	4676	DDG	4316	W214	2	1	4326	4316	F	NNG	N	Y	10	10
V	4676	DDG	4316	W211	2	1	4336	4319	F	NOZ	N	Y	17	20
V	4676	DDG	4357	A524	12	3	5002	4359	G	NNC	N	Y	9	11
V	4676	DDG	4285	A027	5	2	4304	4293	H	SRE	N	Y	11	19
V	4676	DDG	4314	A182	5	2	4338	4325	H	NNE	N	Y	13	24
V	4676	DDG	4303	A112	12	3	4325	4309	G	NOI	N	Y	16	22
R	4678	DDG	4275	0011	12	3	4283	4278	9	NVZ	N	Y	5	8
R	4678	DDG	4275	0006	5	2	4282	4278	9	NVZ	N	Y	4	7
R	4678	DDG	4278	W315	2	1	4312	4296	H	NDZ	N	Y	16	34
R	4678	DDG	4275	0012	12	3	4283	4278	9	NVZ	N	Y	5	8
R	4678	DDG	4275	0010	5	2	4282	4278	9	NVZ	N	Y	4	7
R	4678	DDG	4285	A588	2	1	4338	4287	F	NVZ	N	Y	51	53
R	4678	DDG	4275	0007	5	2	4283	4278	9	NVZ	N	Y	5	8
R	4678	DDG	4275	0015	12	3	4290	4278	9	NVZ	N	Y	12	15
R	4678	DDG	4279	W445	2	1	4299	4281	H	NNZ	N	Y	18	20
R	4678	DDG	4277	A314	2	1	4296	4279	H	NVZ	N	Y	17	19
R	4678	DDG	4275	0013	12	3	4283	4278	9	NVZ	N	Y	5	8

R	4678	DDG	4275	0009	5	2	4282	4278	9	NVZ	N	Y	4	7
R	4678	DDG	4289	W705	2	1	4312	4292	F	NNZ	N	Y	20	23
R	4678	DDG	4275	0016	5	2	4282	4275	9	NVZ	N	Y	7	7
R	4678	DDG	4275	0014	12	3	4284	4278	9	NVZ	N	Y	6	9
R	4682	DDG	4277	0071	12	3	4328	4291	F	N35	N	Y	37	51
R	4682	DDG	4286	W300	2	1	4310	4288	F	S9E	N	Y	22	24
R	4682	DDG	4277	0044	12	3	4290	4282	9	NPZ	N	Y	8	13
R	4682	DDG	4275	0018	5	2	4275	4275	X	NPZ	N	Y	0	0
R	4682	DDG	4276	W027	2	1	4286	4280	H	S9E	N	Y	6	10
R	4682	DDG	4276	W026	2	1	4353	4344	F	N35	N	Y	9	77
R	4682	DDG	4277	0042	12	3	4290	4282	9	NPZ	N	Y	8	13
R	4682	DDG	4280	W167	2	1	4311	4310	7	NNZ	N	Y	1	31
R	4682	DDG	4277	0029	5	2	4290	4284	9	NPZ	N	Y	6	13
R	4682	DDG	4277	0028	5	2	4296	4280	9	NPZ	N	Y	16	19
R	4682	DDG	4277	0045	12	3	4292	4282	G	NOZ	N	Y	10	15
R	4682	DDG	4280	W166	2	1	4291	4281	H	S9G	N	Y	10	11
R	4682	DDG	4277	0030	5	2	4296	4276	G	N35	N	Y	20	19
R	4682	DDG	4277	0043	12	3	4290	4282	9	NPZ	N	Y	8	13
R	4682	DDG	4277	0031	5	2	4293	4281	H	NOZ	N	Y	12	16
R	4686	DDG	4276	0028	13	3	5269	5269	9	NPZ	N	N	0	359
R	4686	DDG	4276	0026	6	2	4276	4276	9	NPZ	N	N	0	0
R	4686	DDG	4284	0062	13	3	4331	4329	6	NFZ	N	N	2	47
R	4686	DDG	4284	0060	6	2	4297	4297	9	NPZ	N	N	0	13
R	4694	FFG	4276	0015	13	3	4298	4290	9	NDZ	N	N	8	22
R	4694	FFG	4276	0052	6	2	4293	4283	9	NDZ	N	N	10	17
R	4694	FFG	4276	0014	13	3	4298	4290	9	NDZ	N	N	8	22
R	4694	FFG	4275	0012	13	3	4298	4290	9	NDZ	N	N	8	23
R	4694	FFG	4276	0053	6	2	4296	4283	9	NDZ	N	N	13	20
R	4694	FFG	4275	0013	13	3	4306	4293	G	NOI	N	N	13	31
R	4694	FFG	4276	0045	6	2	4298	4283	9	NDZ	N	N	15	22
R	4694	FFG	4276	0064	6	2	4319	4313	H	SUC	N	N	6	43
R	4694	FFG	4276	0060	6	2	4296	4283	9	NDZ	N	N	13	20
R	4694	FFG	4276	0016	13	3	4298	4290	9	NDZ	N	N	8	22
V	5146	SSN	4275	W005	2	1	4280	4277	Q	NRZ	N	Y	3	5
V	5146	SSN	4275	W001	2	1	4280	4277	Q	NRZ	N	Y	3	5
V	5146	SSN	4275	W003	2	1	4280	4277	Q	NRZ	N	Y	3	5
V	5146	SSN	4275	W002	2	1	4280	4277	Q	NRZ	N	Y	3	5
V	5146	SSN	4275	W004	2	1	4280	4277	Q	NRZ	N	Y	3	5
V	5146	SSN	4279	0008	5	2	4279	4279	X	R7B	N	Y	0	0
V	7195	LPD	4277	A023	12	3	4307	4294	G	NNZ	N	Y	13	30
V	7195	LPD	4277	A022	2	1	4289	4279	G	NNZ	N	Y	10	12
V	7195	LPD	4277	A025	5	2	4339	4287	G	NNZ	N	Y	52	62
V	7195	LPD	4277	A021	2	1	4289	4279	G	NNC	N	Y	10	12
V	7195	LPD	4279	A027	5	2	4300	4289	G	S9C	N	Y	11	21
V	7195	LPD	4279	W047	2	1	4289	4279	X	NNC	N	Y	10	10
V	7195	LPD	4279	A028	5	2	4340	4287	G	NNZ	N	Y	53	61
V	7195	LPD	4278	A058	12	3	4339	4287	G	NNE	N	Y	52	61
V	7195	LPD	4279	W048	2	1	4298	4279	X	NNI	N	Y	19	19
V	7195	LPD	4279	A030	5	2	4300	4289	G	S9I	N	Y	11	21
V	7195	LPD	4277	A024	5	2	4318	4294	G	NNZ	N	Y	24	41

V	7195	LPD	4279	W049	2	1	4282	4279	F	NNC	N	Y	3	3
V	7195	LPD	4278	A029	12	3	4332	4287	G	NNZ	N	Y	45	54
V	7195	LPD	4278	A069	12	3	4339	4287	G	NNZ	N	Y	52	61
V	7195	LPD	4278	A059	12	3	4307	4287	G	NNE	N	Y	20	29
R	20014	LSD	4294	A032	2	1	4325	4304	U	NNZ	Y	Y	21	31
R	20014	LSD	4306	0840	12	3	4348	4320	F	SBM	Y	Y	28	42
R	20014	LSD	4301	0580	5	2	4306	4305	U	NPZ	Y	Y	1	5
R	20014	LSD	4333	W004	2	1	4349	4346	H	NDZ	Y	Y	3	16
R	20014	LSD	4310	0902	5	2	5032	4364	H	NVZ	Y	Y	34	88
R	20014	LSD	4277	W002	2	1	4283	4279	U	NNZ	Y	Y	4	6
R	20014	LSD	4294	0377	12	3	5029	5018	H	NVZ	Y	Y	11	101
R	20014	LSD	4322	0921	12	3	4355	4352	G	NZZ	Y	Y	3	33
R	20014	LSD	4294	0320	5	2	5009	4364	U	NZZ	Y	Y	11	81
R	20014	LSD	4343	W006	2	1	4354	4347	H	NVZ	Y	Y	7	11
R	20014	LSD	4332	1068	5	2	5029	5018	H	SUE	Y	Y	11	63
R	20014	LSD	4331	1044	12	3	5028	5026	9	NVZ	Y	Y	2	63
R	20014	LSD	4328	0939	5	2	5110	4378	H	NOZ	Y	Y	98	148
R	20014	LSD	4278	0142	12	3	4293	4286	9	NDZ	Y	Y	7	15
R	20014	LSD	4295	W003	2	1	4304	4300	H	NDZ	Y	Y	4	9
R	20023	LST	4335	0445	6	2	4352	4345	9	NDZ	Y	N	7	17
R	20023	LST	4335	0418	6	2	4344	4343	9	NDZ	Y	N	1	9
R	20023	LST	4292	0078	13	3	4317	4313	9	NDZ	Y	N	4	25
R	20023	LST	4321	0273	13	3	4352	4348	9	NDZ	Y	N	4	31
R	20023	LST	4335	0419	6	2	4344	4343	9	NDZ	Y	N	1	9
R	20023	LST	4335	0421	6	2	4344	4343	9	NDZ	Y	N	1	9
R	20023	LST	4321	0276	13	3	4348	4348	9	NDZ	Y	N	0	27
R	20023	LST	4293	0089	13	3	4320	4313	9	NDZ	Y	N	7	27
R	20023	LST	4335	0420	6	2	4344	4343	9	NDZ	Y	N	1	9
R	20023	LST	4321	0275	13	3	4349	4348	9	NDZ	Y	N	1	28
V	20031	LST	4275	A005	6	2	4289	4287	9	NNI	N	Y	2	14
V	20031	LST	4286	W110	3	1	4290	4289	U	NNZ	N	Y	1	4
V	20031	LST	4275	A006	6	2	4285	4285	9	NNZ	N	Y	0	10
V	20031	LST	4275	A004	6	2	4285	4285	9	NNG	N	Y	0	10
V	20031	LST	4281	A027	13	3	4314	4297	G	SCI	N	Y	17	33
V	20031	LST	4281	A043	13	3	4299	4295	9	NNI	N	Y	4	18
V	20031	LST	4320	W243	3	1	4352	4350	U	NNZ	N	Y	2	32
V	20031	LST	4281	A025	13	3	4314	4299	G	SUI	N	Y	15	33
V	20031	LST	4285	W108	3	1	4296	4294	U	S9T	N	Y	2	11
V	20031	LST	4275	A003	6	2	4289	4287	9	NNZ	N	Y	2	14
V	20031	LST	4281	A024	13	3	4298	4297	9	NNC	N	Y	1	17
V	20031	LST	4275	A002	6	2	4289	4287	9	NNZ	N	Y	2	14
V	20031	LST	4281	A031	13	3	4310	4296	G	SUC	N	Y	14	29
V	20031	LST	4320	W244	3	1	4352	4350	U	NNZ	N	Y	2	32
V	20031	LST	4286	W111	3	1	4292	4289	H	SCI	N	Y	3	6
R	20057	FF	4275	W090	2	1	4286	4283	F	NNZ	N	Y	3	11
R	20057	FF	4277	0151	12	3	4324	4286	I	NVZ	N	Y	38	47
R	20057	FF	4277	0152	12	3	4324	4286	I	NVZ	N	Y	38	47
R	20057	FF	4298	W441	2	1	4310	4306	F	NOZ	N	Y	4	12
R	20057	FF	4277	0145	12	3	4324	4286	I	NVZ	N	Y	38	47
R	20057	FF	4277	0157	5	2	4296	4286	I	NVZ	N	Y	10	19

R	20057	FF	4276	0136	5	2	4292	4278	H	NVZ	N	Y	14	16
R	20057	FF	4277	0148	12	3	4324	4286	I	NVZ	N	Y	38	47
R	20057	FF	4307	W505	2	1	4362	4320	F	NJZ	N	Y	42	55
R	20057	FF	4277	0158	5	2	4296	4287	I	NVZ	N	Y	9	19
R	20057	FF	4277	0153	5	2	4298	4289	H	NOZ	N	Y	9	21
R	20057	FF	4277	0144	12	3	4324	4286	I	NVZ	N	Y	38	47
R	20057	FF	4298	W440	2	1	4310	4304	F	NNZ	N	Y	6	12
V	20067	FF	4345	A314	3	1	4345	4345	9	NRZ	Y	N	0	0
V	20067	FF	4286	A023	6	2	4290	4288	S	NNZ	Y	N	2	4
V	20067	FF	4286	A018	13	3	4295	4293	S	NNZ	Y	N	2	9
V	20067	FF	4281	A001	3	1	4283	4283	9	NRZ	Y	N	0	2
V	20067	FF	4343	A310	3	1	4343	4343	9	NRZ	Y	N	0	0
V	20067	FF	4343	A313	3	1	4343	4343	9	NRZ	Y	N	0	0
V	20067	FF	4286	A007	6	2	4290	4288	S	NNZ	Y	N	2	4
V	20067	FF	4286	A004	6	2	4290	4288	S	NNZ	Y	N	2	4
V	20067	FF	4286	A006	13	3	4295	4293	S	NNZ	Y	N	2	9
V	20067	FF	4286	A017	6	2	4290	4288	S	NNZ	Y	N	2	4
V	20067	FF	4286	A014	13	3	4295	4293	S	NNZ	Y	N	2	9
V	20067	FF	4286	A013	13	3	4295	4293	S	NNZ	Y	N	2	9
V	20067	FF	4286	A015	13	3	4295	4293	S	NNZ	Y	N	2	9
V	20067	FF	4343	A311	3	1	4343	4343	9	NRZ	Y	N	0	0
V	20067	FF	4286	A003	6	2	4290	4288	S	NNZ	Y	N	2	4
R	20224	LST	4291	F011	13	3	4329	4320	9	NDZ	Y	N	9	38
R	20224	LST	4275	0005	13	3	4311	4283	6	NFZ	Y	N	28	36
R	20224	LST	4291	F005	13	3	4319	4309	9	NDZ	Y	N	10	28
R	20224	LST	4294	F017	13	3	5002	4353	H	SUU	Y	N	15	74
R	20224	LST	4291	F006	13	3	4319	4311	9	NDZ	Y	N	8	28
R	20224	LST	4277	3006	6	2	4298	4284	9	NDZ	Y	N	14	21
R	20224	LST	4277	3013	6	2	4331	4316	7	NNZ	Y	N	15	54
R	20224	LST	4277	3004	6	2	4298	4295	9	NDZ	Y	N	3	21
R	20224	LST	4277	3005	6	2	4312	4295	G	NOZ	Y	N	17	35
R	20224	LST	4275	3002	6	2	4276	4275	9	NDZ	Y	N	1	1
V	20624	CGN	4292	A314	5	2	5218	5152	U	NNZ	N	Y	66	292
V	20624	CGN	4295	W331	2	1	4317	4309	U	NNZ	N	Y	8	22
V	20624	CGN	4300	A399	12	3	4314	4302	U	NNZ	N	Y	12	14
V	20624	CGN	4292	A302	5	2	4308	4296	U	NNZ	N	Y	12	16
V	20624	CGN	4300	A382	12	3	5110	5092	U	NNZ	N	Y	18	176
V	20624	CGN	4295	W332	2	1	4312	4302	U	SRG	N	Y	10	17
V	20624	CGN	4300	A396	12	3	4335	4303	U	SRE	N	Y	32	35
V	20624	CGN	4292	A307	5	2	4303	4298	U	SCI	N	Y	5	11
V	20624	CGN	4281	W113	2	1	5219	5200	U	NNZ	N	Y	19	304
V	20624	CGN	4295	W333	2	1	4313	4303	U	NOI	N	Y	10	18
V	20624	CGN	4290	A246	5	2	4292	4272	U	NNZ	N	Y	20	2
V	20624	CGN	4300	A385	12	3	4335	4303	U	NNZ	N	Y	32	35
V	20624	CGN	4292	A304	5	2	4303	4298	U	SUI	N	Y	5	11
V	20624	CGN	4292	A317	12	3	4310	4296	U	NNZ	N	Y	14	18
V	20624	CGN	4278	W063	2	1	4331	4279	U	NRZ	N	Y	52	53
V	20811	SSN	4298	0024	5	2	4347	4306	9	NIZ	N	Y	41	49
V	20811	SSN	4281	E001	2	1	4298	4298	9	R6X	N	Y	0	17
V	20811	SSN	4281	E004	2	1	4298	4291	F	NNE	N	Y	7	17

V	20811	SSN	4298	0018	5	2	4352	4308	H	SCI	N	Y	44	54
V	20811	SSN	4281	E003	2	1	4298	4298	9	R6X	N	Y	0	17
V	20811	SSN	4298	0022	5	2	4347	4306	9	NIZ	N	Y	41	49
V	20811	SSN	4298	0021	5	2	4347	4308	9	NIZ	N	Y	39	49
V	20811	SSN	4298	0017	5	2	4352	4307	9	NIZ	N	Y	45	54
V	20811	SSN	4285	W005	2	1	4305	4299	Q	FA9	N	Y	6	20
V	20811	SSN	4281	E002	2	1	4298	4298	9	R6X	N	Y	0	17
V	20977	FFG	4291	A104	5	2	5029	5028	9	NBZ	N	N	1	104
V	20977	FFG	4275	A007	12	3	4306	4302	9	NBZ	N	N	4	31
V	20977	FFG	4291	W106	2	1	4313	4311	U	NNZ	N	N	2	22
V	20977	FFG	4275	A005	12	3	4307	4304	9	NBZ	N	N	3	32
V	20977	FFG	4275	A014	12	3	5137	5132	G	SRG	N	N	5	228
V	20977	FFG	4278	A027	5	2	4303	4301	9	NBZ	N	N	2	25
V	20977	FFG	4291	A105	5	2	5116	5114	9	NBZ	N	N	2	191
V	20977	FFG	4275	A016	2	1	5004	4356	9	SRE	N	N	14	95
V	20977	FFG	4299	W192	2	1	4319	4318	9	NBZ	N	N	1	20
V	20977	FFG	4286	A064	5	2	5026	4319	5	NRZ	N	N	73	106
V	20977	FFG	4285	A059	5	2	4326	4320	9	NBZ	N	N	6	41
V	20977	FFG	4275	A006	12	3	4306	4302	9	NBZ	N	N	4	31
V	20977	FFG	4276	A021	12	3	5029	5024	T	NNZ	N	N	5	119
V	20977	FFG	4275	A015	2	1	4276	4276	9	NBZ	N	N	0	1
R	21039	SSB	4278	0030	11	3	4320	4311	U	N66	N	N	9	42
R	21039	SSB	4277	0004	4	2	4324	4314	U	N66	N	N	10	47
R	21039	SSB	4277	0003	4	2	4324	4314	U	N66	N	N	10	47
R	21039	SSB	4290	W119	1	1	5105	4354	U	NRZ	N	N	117	181
R	21039	SSB	4278	0022	11	3	4321	4311	U	N66	N	N	10	43
R	21039	SSB	4284	0069	11	3	4332	4312	9	NUZ	N	N	20	48
R	21039	SSB	4277	0002	4	2	4324	4314	U	N66	N	N	10	47
R	21039	SSB	4278	0024	11	3	5169	5144	H	S9E	N	N	25	257
R	21039	SSB	4277	0005	4	2	4324	4314	U	N66	N	N	10	47
R	21039	SSB	4278	0053	11	3	4320	4311	U	N66	N	N	9	42
R	21039	SSB	4277	0001	4	2	4324	4314	U	N66	N	N	10	47
V	21054	FFG	4275	A024	13	3	4290	4278	X	NBZ	N	N	12	15
V	21054	FFG	4275	A023	13	3	4312	4299	G	NNZ	N	N	13	37
V	21054	FFG	4275	A003	6	2	4291	4280	H	NBZ	N	N	11	16
V	21054	FFG	4275	A002	6	2	4290	4279	H	NBZ	N	N	11	15
V	21054	FFG	4275	A028	13	3	4318	4292	G	NBZ	N	N	26	43
V	21054	FFG	4275	A006	6	2	4290	4279	H	NBZ	N	N	11	15
V	21054	FFG	4275	A029	13	3	4314	4295	G	NBZ	N	N	19	39
V	21054	FFG	4275	A026	13	3	4319	4295	G	NBZ	N	N	24	44
V	21054	FFG	4275	A001	6	2	5008	4295	H	NNZ	N	N	79	99
V	21054	FFG	4275	A004	6	2	4290	4287	U	NNZ	N	N	3	15
V	21199	FFG	4290	A033	13	3	4319	4304	9	NRZ	N	N	15	29
V	21199	FFG	4275	A013	13	3	4318	4282	G	SUE	N	N	36	43
V	21199	FFG	4289	W026	6	2	4347	4321	U	NNZ	N	N	26	58
V	21199	FFG	4275	A020	13	3	4285	4278	9	NRZ	N	N	7	10
V	21199	FFG	4291	A045	6	2	4326	4321	H	NNZ	N	N	5	35
V	21199	FFG	4289	W024	6	2	4304	4292	G	S9E	N	N	12	15
V	21199	FFG	4290	A028	13	3	4318	4307	G	S9C	N	N	11	28
V	21199	FFG	4289	A025	13	3	4319	4304	9	NRZ	N	N	15	30

V	21199	FFG	4291	A044	6	2	4319	4303	9	NRZ	N	N	16	28
V	21438	DDG	4277	0009	6	2	4279	4278	X	NNZ	N	Y	1	2
V	21438	DDG	4276	A004	6	2	4278	4277	9	NNZ	N	Y	1	2
V	21438	DDG	4293	W280	3	1	4297	4296	U	NNZ	N	Y	1	4
V	21438	DDG	4278	A013	6	2	5121	5092	P	S9C	N	Y	29	209
V	21438	DDG	4318	W431	3	1	4346	4325	U	NDZ	N	Y	21	28
V	21438	DDG	4288	A061	13	3	4305	4293	H	SUI	N	Y	12	17
V	21438	DDG	4288	A059	13	3	4299	4292	9	NNI	N	Y	7	11
V	21438	DDG	4289	W138	3	1	4331	4293	H	NDZ	N	Y	38	42
V	21438	DDG	4275	A001	6	2	4275	4275	X	NNC	N	Y	0	0
V	21438	DDG	4284	0055	13	3	4290	4288	9	NNZ	N	Y	2	6
V	21438	DDG	4313	W416	3	1	4318	4317	U	NNZ	N	Y	1	5
V	21438	DDG	4278	0034	6	2	5010	4328	P	GA4	N	Y	48	98
V	21438	DDG	4285	W032	3	1	4298	4297	U	NNZ	N	Y	1	13
V	21438	DDG	4277	0019	13	3	4280	4280	9	NNZ	N	Y	0	3
V	21438	DDG	4284	0056	13	3	4321	4294	9	NNC	N	Y	27	37
R	52612	CGN	4297	0338	6	2	4310	4301	H	SUE	N	N	9	13
V	52684	DDG	4282	A038	12	3	4295	4285	U	NNZ	N	Y	10	13
V	52684	DDG	4284	A039	12	3	4295	4285	U	NNZ	N	Y	10	11
V	52684	DDG	4282	A027	5	2	4306	4282	U	NNZ	N	Y	24	24
V	52684	DDG	4282	A024	5	2	4295	4282	U	NNZ	N	Y	13	13
V	52684	DDG	4279	A012	2	1	4297	4281	U	NNZ	N	Y	16	18
V	52684	DDG	4277	A007	5	2	4280	4278	U	NNZ	N	Y	2	3
V	52684	DDG	4277	A005	2	1	4282	4282	9	R9P	N	Y	0	5
V	52684	DDG	4282	A023	12	3	4311	4282	U	NNZ	N	Y	29	29
V	52684	DDG	4284	A041	12	3	4295	4285	U	NNZ	N	Y	10	11
V	52684	DDG	4278	A010	2	1	4297	4281	U	NNZ	N	Y	16	19
V	52684	DDG	4276	A004	2	1	4287	4277	U	NOZ	N	Y	10	11
V	52684	DDG	4276	A003	2	1	4320	4310	U	NOZ	N	Y	10	44
V	52684	DDG	4284	A040	12	3	4295	4285	U	NNZ	N	Y	10	11
R	52687	CG	4303	W066	2	1	4313	4310	U	NOZ	N	Y	3	10
R	52687	CG	4278	0071	12	3	4292	4281	U	NDZ	N	Y	11	14
R	52687	CG	4278	0068	12	3	4296	4281	U	NDZ	N	Y	15	18
R	52687	CG	4304	W068	2	1	4333	4311	U	NOZ	N	Y	22	29
R	52687	CG	4277	0057	5	2	4292	4277	U	NDZ	N	Y	15	15
R	52687	CG	4294	W584	2	1	4303	4296	F	NNZ	N	Y	7	9
R	52687	CG	4277	0056	5	2	4292	4277	U	NDZ	N	Y	15	15
R	52687	CG	4276	0014	5	2	4286	4276	U	NDZ	N	Y	10	10
R	52687	CG	4277	0055	5	2	4289	4277	U	NDZ	N	Y	12	12
R	52687	CG	4294	W587	2	1	4313	4295	F	NPZ	N	Y	18	19
R	52687	CG	4278	0065	12	3	4343	4281	U	NDZ	N	Y	62	65
R	52687	CG	4278	0075	12	3	4313	4281	U	NDZ	N	Y	32	35
R	52687	CG	4289	A511	2	1	4313	4290	U	NOZ	N	Y	23	24
R	52687	CG	4278	0067	12	3	4343	4281	U	NDZ	N	Y	62	65
R	52687	CG	4278	0069	5	2	4296	4281	U	NDZ	N	Y	15	18
R	52698	CG	4291	W079	2	1	4311	4296	U	NNZ	N	N	15	20
R	52698	CG	4321	0991	3	1	4321	4321	X	NDZ	N	N	0	0
R	52698	CG	4277	0008	13	3	4320	4310	G	NNZ	N	N	10	43
R	52698	CG	4277	0012	13	3	4318	4317	9	NDZ	N	N	1	41
R	52698	CG	4277	0007	6	2	5172	5166	9	NDZ	N	N	6	261

R	52698	CG	4281	A016	6	2	4351	4315	9	NDZ	N	N	36	70
R	52698	CG	4277	0010	13	3	4318	4317	9	NDZ	N	N	1	41
R	52698	CG	4321	W989	3	1	4321	4321	X	NDZ	N	N	0	0
R	52698	CG	4281	A014	6	2	4330	4319	H	NNZ	N	N	11	49
R	52698	CG	4281	0017	13	3	4318	4317	9	NDZ	N	N	1	37
R	52698	CG	4281	0019	13	3	4318	4317	9	NDZ	N	N	1	37
R	52698	CG	4277	0009	6	2	4318	4305	9	NDZ	N	N	13	41
R	52698	CG	4320	W812	3	1	4333	4331	9	NDZ	N	N	2	13
R	52698	CG	4277	0011	6	2	4313	4308	H	NOZ	N	N	5	36
R	52700	CGN	4275	0012	6	2	4291	4289	9	NUZ	Y	N	2	16
R	52700	CGN	4276	0019	6	2	4276	4276	9	NUZ	Y	N	0	0
R	52700	CGN	4276	0034	13	3	4310	4292	B	S9C	Y	N	18	34
R	52700	CGN	4275	0005	6	2	4275	4275	9	NUZ	Y	N	0	0
R	52700	CGN	4276	0026	13	3	4286	4283	9	NUZ	Y	N	3	10
R	52700	CGN	4275	0011	6	2	5143	5102	9	NUZ	Y	N	41	234
R	52700	CGN	4276	0035	13	3	4320	4284	G	NOZ	Y	N	36	44
R	52700	CGN	4276	0033	13	3	4282	4280	9	NUZ	Y	N	2	6
R	52700	CGN	4276	0025	13	3	5003	4330	G	NNZ	Y	N	39	93
R	52700	CGN	4275	0015	6	2	4283	4279	9	NUZ	Y	N	4	8
R	52712	CGN	4297	0429	6	2	4312	4310	H	NNZ	N	N	2	15
R	52712	CGN	4297	0300	6	2	4326	4310	9	NDZ	N	N	16	29
R	52712	CGN	4296	0295	13	3	5148	5145	9	NDZ	N	N	3	218
R	52712	CGN	4297	0308	13	3	5141	5139	9	NDZ	N	N	2	210
R	52712	CGN	4297	0312	13	3	5151	5146	9	NDZ	N	N	5	220
R	52712	CGN	4297	0301	6	2	4309	4308	9	NDZ	N	N	1	12
R	52712	CGN	4297	0442	6	2	4314	4305	9	NDZ	N	N	9	17
R	52712	CGN	4296	0299	13	3	5148	5146	9	NDZ	N	N	2	218
R	52712	CGN	4297	0311	13	3	5141	5138	9	NDZ	N	N	3	210
R	54041	FF	4279	0009	13	3	4290	4282	9	NPZ	N	N	8	11
R	54041	FF	4279	0010	13	3	4290	4282	9	NPZ	N	N	8	11
R	54041	FF	4279	0013	6	2	4290	4280	9	NPZ	N	N	10	11
R	54041	FF	4279	0013	13	3	4290	4282	9	NPZ	N	N	8	11
R	54041	FF	4279	0015	6	2	4290	4280	9	NPZ	N	N	10	11
R	54041	FF	4279	0014	13	3	4290	4282	9	NPZ	N	N	8	11
R	54041	FF	4279	0017	13	3	4310	4288	G	NOE	N	N	22	31
R	54041	FF	4297	W273	3	1	4313	4306	F	NNZ	N	N	7	16
R	54041	FF	4349	W105	3	1	5031	5028	F	NOZ	N	N	3	48
R	54041	FF	4278	0007	6	2	4290	4278	9	NPZ	N	N	12	12
R	54041	FF	4279	0011	6	2	4290	4280	9	NPZ	N	N	10	11
R	54041	FF	4279	0012	6	2	4291	4284	H	NOE	N	N	7	12
R	54048	FF	4282	0082	12	3	4332	4290	H	SUE	N	Y	42	50
R	54048	FF	4287	W135	2	1	4300	4295	9	NDZ	N	Y	5	13
R	54048	FF	4280	0008	5	2	4292	4282	H	NOC	N	Y	10	12
R	54048	FF	4280	0007	5	2	4288	4285	H	NZZ	N	Y	3	8
R	54048	FF	4280	0011	5	2	4288	4283	H	SBG	N	Y	5	8
R	54048	FF	4282	0080	12	3	4290	4284	H	NZZ	N	Y	6	8
R	54048	FF	4282	0087	12	3	4288	4284	H	NZZ	N	Y	4	6
R	54048	FF	4282	0083	12	3	4291	4284	H	NZZ	N	Y	7	9
R	54048	FF	4280	0012	5	2	4288	4282	H	NZZ	N	Y	6	8
R	54048	FF	4280	0009	5	2	4288	4282	H	NZZ	N	Y	6	8

R	54048	FF	4282	0081	12	3	4288	4284	H	NZZ	N	Y	4	6
R	54061	FF	4275	66	13	3	4297	4279	B	NDZ	Y	N	18	22
R	54061	FF	4275	29	6	2	4291	4279	B	NDZ	Y	N	12	16
R	54061	FF	4275	61	13	3	4298	4279	B	NDZ	Y	N	19	23
R	54061	FF	4275	63	13	3	4297	4279	B	NDZ	Y	N	18	22
R	54061	FF	4275	25	6	2	4291	4281	B	NDZ	Y	N	10	16
R	54062	FF	4313	0399	12	3	5023	4333	J	NOG	Y	N	56	76
R	54062	FF	4341	0624	12	3	5048	5008	G	NFZ	Y	N	40	73
R	54062	FF	4324	0509	5	2	4337	4325	J	NOZ	Y	N	12	13
R	54062	FF	4343	F414	12	3	5009	4341	J	SBG	Y	N	34	32
R	54062	FF	4324	0499	5	2	4334	4325	J	NOG	Y	N	9	10
R	54062	FF	4339	0580	12	3	5009	4345	J	NOG	Y	N	30	36
R	54062	FF	4320	0426	5	2	4333	4326	J	NOG	Y	N	7	13
R	54062	FF	4283	0034	12	3	4340	4296	J	NOG	Y	N	44	57
R	54062	FF	4339	0554	5	2	4352	4343	J	NOG	Y	N	9	13
R	54062	FF	4320	0424	5	2	5177	5170	H	NNZ	Y	N	7	223
V	54063	FF	4283	A017	12	3	4303	4287	H	NBZ	N	Y	16	20
V	54063	FF	4285	A024	6	2	4309	4297	7	P58	N	Y	12	24
V	54063	FF	4285	A023	6	2	4318	4309	H	NNZ	N	Y	9	33
V	54063	FF	4279	A007	12	3	4303	4286	H	S9G	N	Y	17	24
V	54063	FF	4285	A020	13	3	4303	4294	G	NBZ	N	Y	9	18
V	54063	FF	4283	A016	12	3	4303	4287	H	NBZ	N	Y	16	20
V	54063	FF	4287	A030	13	3	4296	4295	G	NNZ	N	Y	1	9
V	54063	FF	4278	W001	2	1	4294	4280	Q	NBZ	N	Y	14	16
V	54063	FF	4287	A038	6	2	4318	4289	H	NBZ	N	Y	29	31
V	54063	FF	4292	W076	3	1	4307	4294	Q	S9E	N	Y	13	15
V	54063	FF	4279	W005	2	1	4294	4280	F	NNZ	N	Y	14	15
V	54063	FF	4282	W008	2	1	4296	4284	F	NNZ	N	Y	12	14
V	54063	FF	4285	A021	6	2	4303	4290	H	NBZ	N	Y	13	18
V	54063	FF	4285	A019	6	2	4307	4289	F	S9M	N	Y	18	22
V	54063	FF	4279	W004	2	1	4294	4281	F	NNZ	N	Y	13	15
R	54072	FF	4277	16	3	1	4338	4301	H	NNZ	N	N	37	61
R	54072	FF	4342	963	3	1	5108	5088	F	NDZ	N	N	20	132
R	54072	FF	4297	400	3	1	4342	4336	F	NOZ	N	N	6	45
R	54072	FF	4278	75	13	3	4285	4282	D	NPZ	N	N	3	7
R	54072	FF	4278	76	13	3	4355	4305	H	S9G	N	N	50	77
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V	58179	LST	4280	A015	5	2	4293	4282	9	NNZ	N	Y	11	13
V	58179	LST	4280	A013	12	3	4365	4305	9	NNZ	N	Y	60	85
V	58179	LST	4277	W003	2	1	4310	4293	N	S9G	N	Y	17	33
V	58179	LST	4277	W006	2	1	4287	4278	F	NNZ	N	Y	9	10
V	58179	LST	4280	A011	12	3	4312	4291	9	NNZ	N	Y	21	32
V	58179	LST	4280	A012	12	3	4300	4287	H	NNZ	N	Y	13	20
V	58179	LST	4280	A014	12	3	4359	4353	H	S9I	N	Y	6	79
V	58179	LST	4277	W004	2	1	4287	4279	N	NNZ	N	Y	8	10
V	58179	LST	4280	A016	5	2	4343	4293	H	FLZ	N	Y	50	63
V	58179	LST	4280	A018	5	2	4288	4283	H	B16	N	Y	5	8
V	58179	LST	4277	W002	2	1	5035	5027	N	S9C	N	Y	8	124
V	58179	LST	4280	A009	5	2	4293	4283	H	NNZ	N	Y	10	13
V	58179	LST	4277	W005	2	1	4293	4284	F	S9C	N	Y	9	16

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V 58179 LST 4280 A017  5 2 4293 4282 9 NNZ N Y  11  13
V 58179 LST 4280 A010 12 3 4293 4282 9 NNZ N Y  11  13
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